CYCLE NEWS®

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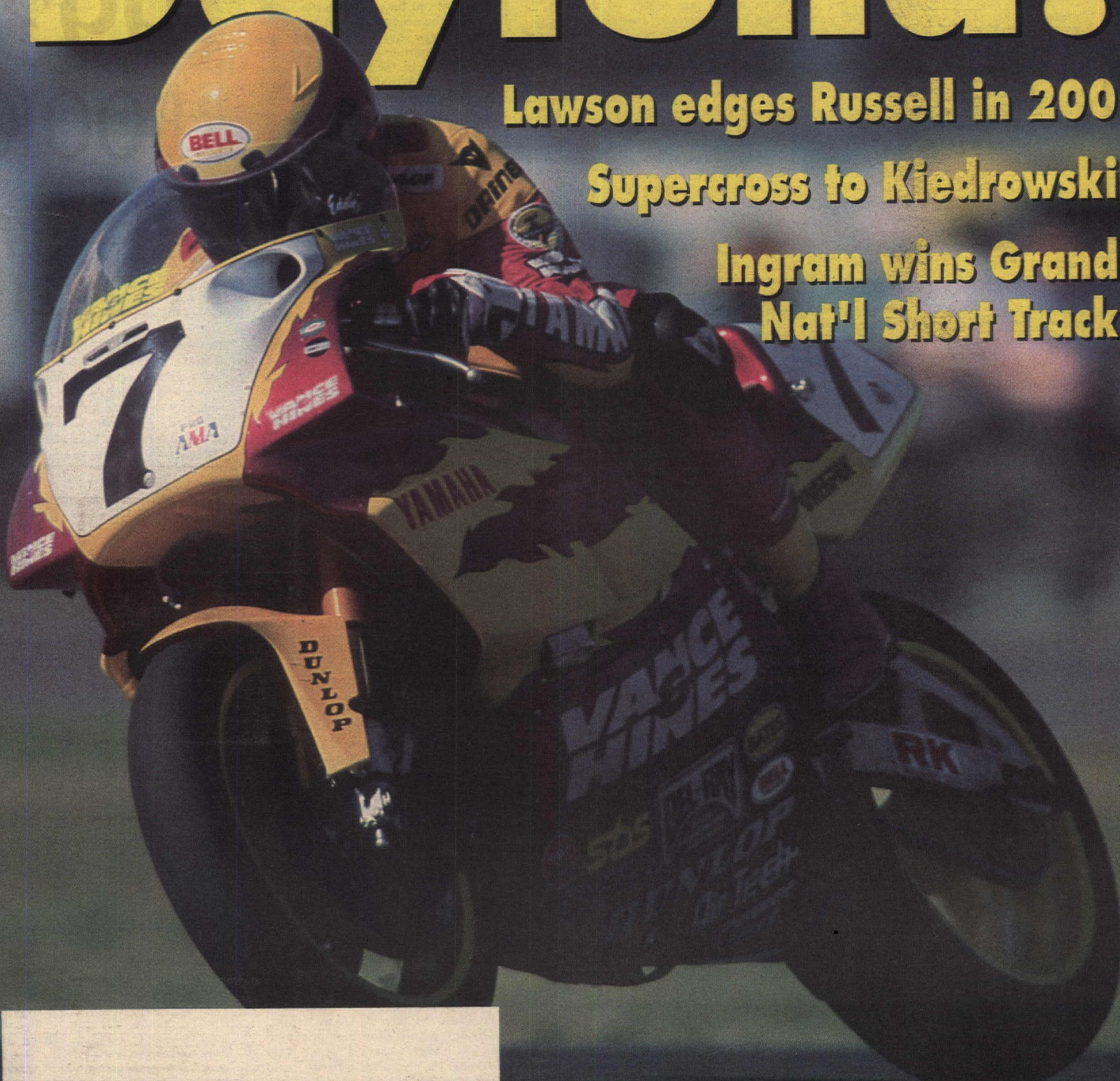
Daytona!

Lawson edges Russell in 200

Supercross to Kiedrowski

Ingram wins Grand Nat'l Short Track



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IN THE WIND By Papa Wealey

Just as they had done in the opening round of the Ducados Spanish Open road race series at Albacete the previous weekend, **Luis D'Antin** (Hon), **Kenny Roberts Jr.** (Yam) and **Manuel "Sete" Gibernau** finished 1-2-3 in the second round at the Circuit de Catalunya near Barcelona, March 7. Spaniard D'Antin's winning margin over Roberts was 4.769 seconds. Also scoring his second straight win was German **Dirk Raudies** (Hon) in the 125cc class. Italian **Stefano Perlugini** (Apr) finished second and Spaniard **Carlos Giro** (Apr) third. In the previous round, Giro had finished second with Perlugini third.

The May 15 **Camel Supercross Series** round that was scheduled to take place in the **Los Angeles Coliseum** has been moved to the nearby **Rose Bowl** in Pasadena. According to the event's promoter, the Mickey Thompson Entertainment Group, an extensive renovation project at the Coliseum has caused the location change. "Coliseum officials had been discussing renovation plans for some time," said MTEG President **Gary Campbell**. "We had intended to hold our event around the construction, but over the past few weeks, that proved to be impossible. We feel that the Rose Bowl is an ideal location for us. The stadium has undergone multi-million dollar renovations in their suite and press box areas since 1990 (when the last Camel Supercross Series race was held there), which gives us another opportunity to produce a first-class event in the greater Los Angeles market."

Scott Russell has joined **Doug Polen** in purchasing fifth-wheel trailers for living quarters while at the race track. World Superbike Champion Polen's 36-foot trailer apparently made an impression on Russell at the opening round of the AMA National Championship Road Race Series at Phoenix International Raceway, so the defending AMA National Superbike Champion went out and purchased one. Russell will be shipping his trailer to his European base just outside of Frankfurt, Germany, in late April so he can use it in his first attempt at winning the World Championship Superbike Series. "We're going to float around and see all of Europe. We may just go from race to race," Russell said. Polen, on the other hand, will keep his stateside as he attempts to win the AMA Superbike crown. According to Russell, his Muzzy Kawasaki teammate **Aaron Slight** is also looking into purchasing a similar trailer.

Four-time World Champion **Eddie Lawson** had the press room laughing at Daytona with his dry humor. When asked by a reporter what he thought the strong points of **Scott Russell** were, Lawson replied: "He's fast in the straights and he's fast in the corners." The relaxed and happy Lawson was apparently happy to be at Daytona: "It's nice to be home. Everybody speaks pretty much the same language. It's fun."

Eddie Lawson was also trying to bait Frenchman **Raymond Roche** into saying in his best broken English "chicken" rather than "chicane." One of Roche's more memorable quotes came after a crash he had back in his 500cc Grand Prix days. Roche, who crashed in a chicane and broke some toes, said, "I crashed in the chicken and broke the fingers of my feet."

Raymond Roche announced at Daytona that the Daytona 200 was his last race. The former World Superbike Champion will concentrate his efforts on managing the Ducati team of **Carl Fogarty** and **Giancarlo Falappa** in this year's World Championship Superbike Series. "It's my last race. I am pre-retired," the Frenchman said, adding that he wanted to make Daytona his final race because he'd never raced there. "It's a dream. I'm very happy to be here." The two Ducatis that Roche was riding will be given, one each, to Fogarty and Falappa. Scanning the grid sheets for the Arai Twin 50s, Roche was curious to see where **Eddie Lawson** was gridded, then offered a prediction after seeing that he was on the back row. "From there, he can win. Or at least second or third."

So what's dirt track racer **Terry Poovey** going to do when he retires? The Texan told Daytona radio show host **Chris Carter** on the air that he plans on opening up a day care center for children. Brit Carter, always the comedian, replied: "You're a dirt tracker, don't you eat your children?"

Scott Russell was joined at Daytona by his trainer/road manager **Jeff Haney**, and both sported goatees, though Haney's looked to be a tad more matured than Russell's. The two had just completed an off-season of intensive training. "We've hammered it," Russell said. "I'm really ready to race. Training so hard has helped me mentally because I know I'm so much better physically than I've ever been. My goal is to still go Grand Prix racing and I know that has to happen next year. I've just got to devastate those guys (his World Superbike competitors) this year and catapult myself to the next level."

The last person to win the Daytona 200 by Arai after starting from the pole position was current Lucky Strike Suzuki 500cc GP star **Kevin Schwantz**. The Texan and his Yoshimura Suzuki qualified on the pole in 1988 and followed that up with a win in the 200. Schwantz topped **Doug Polen** and the man who now manages Wayne Rainey's Otsuka Electronics-backed 250cc GP team, **Bubba Shobert**.

Australian **Michael Doohan**, runner-up in last year's World 500cc Championship 500cc Road Race Series, crashed his Rothmans Honda NSR500 during a test on Tuesday, March 2, in Shah Alam, Malaysia, and suffered a broken wrist. Meanwhile, three-time World Champion **Wayne Rainey** just returned from a press conference in Hong Kong and will resume his preseason testing at Laguna Seca in Monterey, California, this week. The Grand Prix season opens at Eastern Creek in Australia on March 28.

Bubba Shobert and **Rueben McMurter** weren't the only former racers managing race teams at Daytona. Former Grand Prix rider **Marc Fontan** is in his first year of managing a team of young French 250cc riders and former 250cc World Champion **Carlos Lavado** is here managing the Venezuelan Lucky Strike Yamaha team which his brother Luis rides for. **Luis Lavado**, 30, finished third in the International Lightweight 100k and said the team would like to do more AMA races if their schedule allows. The Team Equipe de France Honda squad which Fontan manages is led by 17-year-old **Regis Laconi**, who finished ninth in the Daytona International Lightweight 100k. The second rider at Daytona was **Cristy Rebuttini**, an 18-year-old who was a late replacement for 19-year-old Oliver Jacque; Rebuttini finished 19th in the 250cc GP. Fontan, though, still has a longing to race: "It's no fun to watch because I still want to race." The team will compete in the 250cc European Championship and also in the Ducados Open Series in Spain.

Swede **Anders Andersson** is a former racer who doesn't miss racing. The former World Superbike and Daytona 200 competitor now works for Ohlins: "It's not a problem to watch. I raced for 14 years."

WERA National Endurance Champion Team Suzuki Endurance made team captain **John Ulrich** especially pleased when they won the Daytona AMA/CCS GTO 90-minute endurance race. "There is a myth propagated by certain elements of the media that there are two types of endurance racing in the United States - WERA racing in which the participants drone around at a slow rate of speed and somehow manage to drag their worn out bikes across the finish line, and the second part of the myth which alleges that AMA/CCS three-hour and 90-minute endurance races are populated by better teams with faster riders and bikes that are 20 mph faster than the other guys. It's all a lie. We can and will run as hard as necessary to win any type of endurance race in the United States, and we're happy to have done so today."

After finishing second in the Daytona 90-minute GTO race former Daytona 200 winner **Dave Sadowski** said during the post-race press conference that it was time to look for a way to slow down the top bikes at Daytona. "A couple of Superbike guys and I are trying to cut down on the speeds. Instead of the motorcycles, we're thinking of messing with the circuit some. Make an infield turn somewhere between the existing chicane and NASCAR (turn) four. It would seriously cut down the speed and tire temperature. The majority of the temperature is generated from the chicane to turn one. Each year the miles-per-hour increase by three or four. The tire companies make harder and harder tires for the heat and when you get in the infield the tires don't grip as well. Dunlop has done the most with durability. If you come to the tire tests down here in December you see thousands and thousands of dollars worth of tires to test. If they put in an infield corner over there and lined it with some bleachers it might be an advantage for the Speedway," Sadowski said.

Steve Patterson, who teamed with **Chuck Graves** to finish third on the Team Suzuki Endurance II bike in the Daytona GTO race, was nursing an ankle he'd sprained during the previous weekend's AMA/CCS Expert Middleweight Supersport race. "I crashed on the banking in the 600 race coming into the wall. I'd like to think the air fence helped, but the people out there said I slid under it and hit the wall. I wasn't sure because I was knocked out when I went down."

Rich Oliver, winner of the 1990 Daytona International Lightweight 100k, is teaming with fellow Californian **Chuck Sorensen** on the Performance South Racing team this year. Formerly Team Vicious, they plan to initially concentrate on the WERA series. "We're kind of starting over with the team. We're running a fairly stock Yamaha TZ250. We've kind of decided to run WERA as a starting point. We're going to run four or five AMA races and maybe the whole championship next year. I haven't raced since last November, so I'm a little rusty," said Oliver, who finished second in the AMA 250cc Grand Prix Series round, the International Lightweight race, at Daytona.

TNN's American Sports Cavalcade will air the activities of **Daytona Camel Cycle Week** at various times throughout the year and even next year. The Daytona Supercross by Honda will air for the first time on April 4 at 7:00 p.m. Eastern time, and will be re-broadcast on May 9, October 10 and February 13, 1994. The Daytona 200 by Arai will be shown initially on April 18 at 7:00 p.m. and will be shown three more times: on June 20, August 15 and January 1, 1994. The 125cc Supercross show makes its debut on April 25 and will be shown twice more after that, on May 30 and January 1, 1994. The AMA/CCS 600cc Supersport race and Harley-Davidson TwinSport class will air initially on May 2; those races will air twice more, on August 15 and February 12, 1994.

To see Kawasaki Team Green's **Larry Roeseler** and **Ty Davis** paired up in Baja isn't such an unusual sight, but at Daytona? Motocrosser-turned off-road racer Davis couldn't resist the temptation that the supercross presented, and with a little persuasion, Roeseler was conned into the act as well. With Roeseler spinning the wrenches, the duo converted Davis' off-road machine into a motocrosser. "We had to take the Bark Busters off and change the tires, gearing and suspension components," said Roeseler. Davis' time away from a track didn't seem to affect him, as he ran up front in the last chance qualifier and looked well on his way to qualifying. But what stopped him? "The chain snapped," said tuner Roeseler, shaking his head. "We were stopped by a chain. I think I'll stick to racing."

Defending AMA National Enduro Champion **Randy Hawkins** was on hand as a spectator at the Daytona Supercross by Honda. When asked if he had any desire to compete, Hawkins laughed and replied, "Well, if they added a few trees here and there and cut down those jumps, I might consider it."

While others were glued to the edge of their seats watching the action at the Daytona Supercross on Saturday, Team Vance & Hines Yamaha road racer **Colin Edwards** was spotted catching up on his sleep in the Arai Helmets hospitality suite. Papa guesses that Edwards, a former motocrosser himself, was most likely dreaming about the Daytona 200.

Matt Shue, who crashed in the second 125cc Supercross heat race at Daytona, was held overnight at Halifax Medical Center for observation. The Georgian suffered a concussion.

In our March 3 issue, associate editor Donn Maeda predicted that defending Grand National Champion **Chris Carr** would "finish his last season on oval tracks in third," in our Rating the Hot Shoes feature. Carr confronted Maeda at Daytona and said, "Over a dozen people have come up to me and asked, 'Are you really retiring next year?' and I have to keep telling them that I'm not. Retirement is definitely not in the near future. I never said that I was going to quit dirt tracking, I only hinted that I wanted to go road racing in the future." We stand corrected. Sorry, champ.

And how did **Chris Carr** feel about Maeda's prediction that he would finish third? "If that's your opinion, then that's your opinion," said Carr. "That's fine. It only makes me want to win more than ever." Carr finished fifth at the Daytona Short Track series opener.

One dirt tracker that has proved our predictions wrong so far is veteran

Terry Poovey, who we said lacked the physical conditioning needed to finish inside the series' top 10. "Man, you didn't cut me no slack," said the Texan before the start of the Daytona Short Track main event. "But that's all right, I've been working out on a stationary bicycle. I'll show ya." And show us he did. Poovey went on to finish a close second to winner **Dan Ingram** in the 25-lap feature. "I didn't get tired, I didn't get tired," shouted Poovey at Maeda after the race.

Scott Goggles field rep **Bevo Forti** suffered five broken ribs in a crash in the March 3 Alligator Dual Sport Ride at Daytona. "I was trying to keep up with **Ty Davis** and **Larry Roeseler**," said Forti. "I guess I'll just be moving real slow for a few days."

Sunstar Sprockets will be the official sponsor of the upcoming **8th Annual CMC Spring Classic Nationals** and will put two **college scholarships** up for grabs. To be eligible for the scholarships, you must be an amateur MXer and register with Sunstar prior to participating in the Spring Classic Nationals. For more information on the scholarships, call CMC at 619/246-7262.

The Western States Racing Association has announced that the **23rd Annual Virginia City Grand Prix** will take place in Virginia City, Nevada, on May 8-9. That's Mother's Day weekend and if you are still wondering what to give Mom on "her" day, Papa suggests you pay her entry fee!

Are you hoping to qualify for the 1993 ISDE which will take place in Holland or the '94 ISDE which will be held in Oklahoma? If you are, perhaps you should plan on attending the two-day **ISDE training camp** that will be held on March 27-28 at Jellico Creek ORV Park in Winfield, Tennessee. Eight-time ISDE gold medalist **Dick Burleson** and **Alan Randt**, the team manager of the winning 1991 U.S. Junior World squad, will be the instructors. All aspects of ISDE competition and the American ISDE qualifying events will be covered, including the selection process, format, scoring, special tests, trail riding, tire changing, bike preparation and riding technique. The cost is $200. For more information, call Randt at 517/393-2421.

If you're interested in seeing how you and your bike can perform on a road race track but have been put off by the cost and tech requirements of sanctioned events, you might be interested in checking out the **track practice days** being hosted by the **Southeastern Sportbike Association** (SSA). The SSA holds track practice events for both street and race classes and they say the sessions are "an attractive means for beginning riders to safely explore their riding abilities." The next SSA track practice day is scheduled for Sunday, April 4, at Alabama's Talladega Gran Prix Raceway. For more information, call 404/984-2606.

For the fourth consecutive year, **American Suzuki** will be the major sponsor of the May 1-2 AMA National Championship 125/250cc MX Series round at **Motocross 338** in Southwick, Massachusetts. Participating Suzuki dealers in Connecticut, Massachusetts, Rhode Island and New Hampshire will be offering $5 discount coupons (valid for advance sale weekend tickets only). Additionally, Suzuki has been designated the name sponsor of the April 24-25 NESC Open Invitational MX Weekend at Motocross 338.

The **AHRMA MX** that was rained out on February 22 at Sandhill Ranch in Brentwood, California, has been rescheduled. It will take place at Sandhill on April 4. It appears that rumor has an AHRMA MX taking place that day at Brentwood, but it's just that - a rumor. According to **Dick Mann**, who was named AHRMA Sportsman of the Year at the AHRMA awards banquet that took place during Daytona Cycle Week, a late addition to the AHRMA Vintage Iron National MX Series is an April 18 Hap Jones-sponsored round at Sandhill.

Former Triumph factory race team mechanic **Pat Owens** is seeking reelection to the Los Angeles Community College Board of Trustees. Owens, who was elected to the board in 1989, faces some tough opposition this year in the April 20 election. "In order to raise money for my campaign, I am having a drawing for three motorhome-compatible dual sport bikes ('87 Yamaha TW200, '78 Yamaha IT175 and '80 Honda XL100) that I own," Owens said. "The drawing also includes an invitation to a three-day camp-out at Red Mountain in southern California over Memorial Day weekend. Drawing tickets are $5 each, five for $20, 12 for $50, and 30 for $99. If you would like to help, please call me at 213/225-1687." Owens says that he is sure that if he is not reelected and one of the two attorneys who are running for his seat take his place on the board, the board won't be as supportive of continuing the community college motorcycle repair program or other programs in the automotive technology field.

American Honda and participating Honda dealers will host the **7th Annual Honda Fun Day/Big Bucks MX** on April 24-25 at Raceway Park in Englishtown, New Jersey. Among the highlights will be on and off-road demo rides on '93 Hondas, a charity cookout, judged bike show, auto drag racing, and a trials demonstration by five-time National Champion **Ryan Young**. For more information, stop by a participating New Jersey/New York City area Honda dealer or call 609/866-3636.

The **Motorcycle Heritage Museum**, located at the headquarters of the AMA in Westerville, Ohio, has begun regular weekend hours. Through October, the museum will be open from 10 a.m. to 4 p.m. Saturdays and noon to 4 p.m. Sundays. Regular weekday hours are 9 a.m. to 4:30 p.m, and there is never an admission fee. The museum will be closed Easter Sunday, April 11, but will be open on Memorial Day, Independence Day (Fourth of July) and Labor Day. Current featured exhibits include "My First Bike," a retrospective of some of the most popular motorcycles used by first-time riders over the years, and "World Class Americans," which documents the successes of American motorcycle racers in World Championship competition from 1937 to the present. A new exhibit, "Ninety Years of Harley-Davidson," which honors the American motorcycle manufacturer's upcoming anniversary, will open in June.

The **2nd Annual Vintage Motorcycle Days**, a celebration of the rich history of motorcycling in America, will be held July 24-25. Last year's inaugural Vintage Motorcycle Days, held in the AMA headquarters and the adjacent Motorcycle Heritage Museum in Westerville, Ohio, attracted more than 6000 enthusiasts. Projections of an even bigger turnout this year have prompted AMA officials to move the event to Murphy's Part Barn and Powell Motor Speedway, a recreation spot with more than 100 acres of tree-shaded countryside about 10 miles northwest of AMA headquarters. Jerry Wood will again conduct an antique, classic and vintage motorcycle auction with a portion of the proceeds again donated to the Motorcycle Heritage Museum. In addition, the weekend will also feature a motorcycle memorabilia auction, judged bike show, antique motorcycle swap meet, trials riding demonstrations, and a large vendor show. The weekend's events actually get under way on Friday evening, July 23, with an AMA Member Dinner to honor AMA Life Members at Murphy's. Reservations are required; call Ange Myers at the AMA, 614/891-2425.

Former AMA 250cc National Champion road racer **Dave Emde** tells Papa that he's now working for the Jim Russell Racing School at Laguna Seca International Raceway. In addition to working at the auto racing school, Emde teaches motorcycle racing technique at the Dennis Pegelow Riding School, which is also based at Laguna Seca. Emde says working for Jim Russell at Laguna Seca is "a wish come true."

The second round of the **Dealer MX Series** that was scheduled to take place at southern California's Glen Helen OHV Park on Sunday, April 11, has been rescheduled. In order to give the Easter Bunny some space, the event has been moved to April 4.

Steve Monger, an ex-pro flat track racer, has reopened **Tulare Cycle Park** in Tulare, California, with the help of his wife, his father Joe, and other motorcycle enthusiasts. The facility will be open for practice the first and third Saturday of March and April with racing being scheduled soon. For more information, call 805/832-1955.

Scott Summers, two-time National Hare Scrambles Champion and three-time Grand National Cross Country Champion, recently had his post office box in Petersburg, Kentucky, broken in to. According to his mechanic Fred Bramblett, Sports Illustrated for Kids ran a feature story on Scott in their March issue with the post office box number listed so that readers could write for more information on Summers, or to send membership fees to join the Summers Racing Club. About 20 letters were opened by thieves in hopes of finding money. Bramblett requests that anyone who recently wrote to Summers or mailed a check to the club, please write in again and explain. "We need the copies of any returned checks for the postmaster's investigation and report, said Bramblett." Letters should be sent to the Summers Racing Club, P.O. Box 92, Petersburg, KY 41080.

Charlie Venegas, who won the Tucson and Phoenix rounds of the **I.C.E. Triple Crown of Speedway Ice Racing** last month, will be shooting for the special prize of $10,000 when he competes in the **Mello Yellow World Ice Speedway Championship** on Sunday, March 14, in Anchorage, Alaska's Sullivan Arena. Special Risks Insurances of Belgium posted the award which is offered to any rider who can win all three rounds of the ice race series. As winner of the first two races, Venegas is the only rider with a shot at the big prize. The night before the Anchorage Triple Crown race, the speedway competitors will be doing their thing in the Carlson Center in Fairbanks.

Moto America, the North American importer and distributor for **Moto Guzzi**, will hold its **3rd Annual National Open House** on Sunday, April 25, at Midway Cycles in Lillington, North Carolina. It will run from 10 a.m. to 6 p.m., and, like in years past, will feature a full day of activities, highlighted by a raffle for a new Moto Guzzi. The complete 1993 Moto Guzzi line, including the new limited-edition Daytona 1000, will be on display and demo rides will be available to anyone who calls ahead and reserves a ride. There will be free food and drinks, a poker run, a judged bike show, swap meet, and door prizes. Lillington is located approximately 45 minutes southeast of Raleigh-Durham. For further information and directions, or to reserve a demo ride, call 919/893-3914.

Suzuki's **Brian Swink** competed in the Daytona Supercross by Honda with a brace on his right wrist. "It's an old injury that I aggravated during the week," said Swink. "I landed real hard off a jump and jammed it. I've had it hooked up to an electronic stimulator and it feels okay. After this we have a few weeks off, so it should heal up." Swink went on to finish fifth.

The rock band **ZZ Top** will be the featured concert headliner at the June 12 **Harley-Davidson 90th Anniversary Reunion** in Milwaukee, Wisconsin. The concert will be held in the Marcus Ampitheater, located on the grounds of the Henry W. Maier Festival Park. The 90th Birthday Celebration will take place during the show, and will be hosted by a "surprise" guest. Proceeds from the reunion's $25 ticket fee will benefit the Muscular Dystrophy Association. Tickets may be purchased at Harley-Davidson dealerships only. For more information, call 800/8HD-90TH (800/843-9084).

AUTOGRAPH SIGNING: At Kawasaki City in Irving, Texas, Team Kawasaki motocrossers on Friday, March 26, from 7 p.m. to 9 pm. Info: 214/438-9425.

WEDDING: Greg Quador, Kawasaki senior field technician, and Paula Harris, formerly of Racer Productions and DMC Publications, will exchange vows on March 20 in Acworth, Georgia, where the couple and their children reside.

BORN: Christopher Michael Adams, son of Team Green MXer Craig Adams and his wife Terri, in San Clemente, California, on February 8.

CORRECTION: In our coverage of the Cherokee National Enduro last week, we incorrectly identified Allen Gravitt as George Waller Jr. Gravitt finished fifth overall.

AUTOGRAPH SIGNING: At Forest Lane Yamaha's in Garland, Texas, Team DGY MX riders Jeff Dement and Chad Pederson; Team NCY riders Tommy Clowers, Tyson Vohland, and Team Noleen riders Larry Brooks, Shawn Kalos and Kyle Lewis on Friday, March 26, from 6:00 p.m. to 8:00 p.m. For more information call 214/276-5026.

AUTOGRAPH SIGNING: At Central Yamaha in Plano, Texas, Team Yamaha riders Damon Bradshaw, Doug Dubach and Jeff Emig on Friday, March 26, from 6:00 p.m. to 7:30 p.m. For more information call 214/423-4089. CN

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ON THE FRONT PAGE:

Four-time 500cc World Champion Eddie Lawson, riding a Vance & Hines Yamaha YZF750SP, recorded his second Daytona 200 victory. Lawson edged last year's winner Scott Russell by less than a half second. See page 6 for race coverage. Photo by Henny Ray Abrams.

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Michael Klinger, *Publisher*

Editorial
Jack Mangus, *Associate Publisher/Editor*
Kit Palmer, *Associate Editor*
Paul Carruthers, *Associate Editor*
Donn Maeda, *Associate Editor*
Chris Jonnum, *Assistant Editor*
Edwina Mangus, *Calendar Editor*

Graphics and Production
Ree Johnson, *Production Supervisor*
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Dennis Greene, *Lab. Tech.*
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Want Ads
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Alma Anguiano, *Processing Coordinator*
Debbie Weller, *Dealer Coordinator*

Accounting/Data Processing
Donna Bryan-Diamond, *A/R Coordinator*
Geneva Repass, *Assistant*
Herlane Lewis, *Credit*

National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4190 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

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VOICES Letters to the editor

Irresponsible?

A recent item in In The Wind (February 24 issue) encourages OHV enthusiasts to write California Senators Feinstein and Boxer regarding the 1993 version of the California Desert Protection Act (S21), but says that Sen. Boxer "isn't likely to care."

It is indeed true that the fat lady hasn't yet sung on this matter, and it is therefore irresponsible for anyone to suggest that an elected official in the U.S. Senate will be unresponsive to our concerns. We at AMA have met with both staff members from Sen. Boxer's and Sen. Feinstein's Washington, D.C., offices. We will continue to work with them toward the goal of exempting from wilderness and park designation the traditional and long travelled OHV routes, trails and recreation corridors in the California Desert Conservation Area.

In the meantime, we hope our members and allies will write to both senators (and others on the Senate Energy and Natural Resources Committee) to rationally explain the legitimate concerns we have with this bill. Please be firm, but courteous, in all correspondence. Remember, until the next election, they have all the votes.

Jim Bensberg
AMA
Washington, D.C.

The quote you refer to was made by Clark Collins, executive director of the Blueribbon Coalition. We feel his expressed opinion is closer to being the truth than it is to being irresponsible. Do you honestly think that we're all so naive that we aren't aware of the fact that many elected officials have been unresponsive to our needs in the past? But you're right, they're the only votes we Californians have in the U.S. Senate. Until the next election...Editor.

We aim to please

It's Saturday and I'm doing some packing for Daytona. I'm leaving Monday, March 1, so I don't expect to see the latest issue of *Cycle News*. I'll be gone when it arrives.

There's the post man. Wait, what's that he's putting in my mail box?

You guys did it again, the Daytona preview issue arrived at my house Saturday, February 27, in plenty of time for advance reading. *Cycle News* is the greatest!

Dave Kimmey
Miami, FL

The U.S. Postal Service never fails to amaze us. The Daytona preview issue was placed in their hands at Long Beach, California, on Tuesday, February 23. In your case, they proved that they can get a copy across the country and into a reader's hands in four days. That's admirable and what we hope to get for the money we pay them. But we'd love to see that happen 50 times a year for each and every one of our readers in the U.S. In other words, we'd like to see every subscriber receive that week's issue no later than Saturday. Yet we continually hear of copies that took a week and even longer to reach subscribers. Neither rain, nor sleet, nor...yeah, yeah, yeah. But we're sure many will agree that a company that had the marketing sense to produce an Elvis Presley stamp or got Dave Kimmey his Daytona preview issue in four days can't be all bad...Editor.

Godspeed, Jimmy

Jimmy Adamo died on Sunday, March 7, while competing in the Daytona 200.

Scenes in the Daytona pits as the news spread: Armen Armerian, crying uncontrollably; Kurt Liebmann, sitting on a stool in his garage after the race with his head between his knees, his hands tied in reddened knots; Reno Leoni, leaning against the garage wall whispering, "Jimmy is gone, he is gone."

My earliest racing memories, first as a rider, and then as a tuner/sponsor, include Jimmy and the ever-present Reno. The first vintage road races, held at Bridgehampton, New York, were a Jimmy Adamo-Dave Roper duel. When Battle of the Twins appeared in 1981, Jimmy and Reno were there. And they went on to win more twin-cylinder races than anyone else. Period.

Jimmy matured, opened a business, married, had children, and mellowed in semi-retirement. But the racer's urge could not be denied.

He will be missed.

Rob Iannucci
Team Obsolete
Brooklyn, NY

Guys could use a laugh

After reading (Voices, March 3 issue) how the creator of Team Smitty is having trouble finding time to draw, I would like to suggest a solution. Would it be possible to reprint previous Team Smitty strips? My friends and I would like to see the one where Smitty calls a cycle repair shop and has the service manager repair his bike over the phone. The guys could use a laugh.

Dennis Pearson
Tulsa, OK

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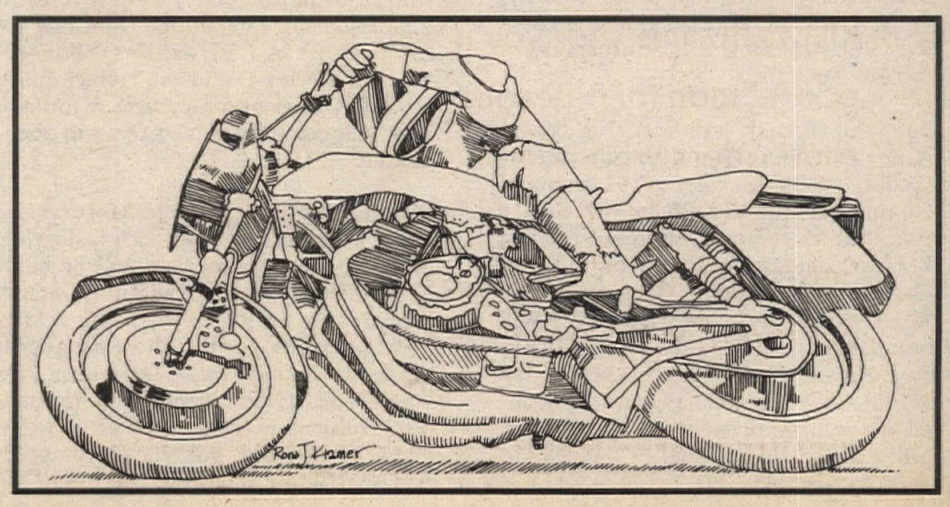
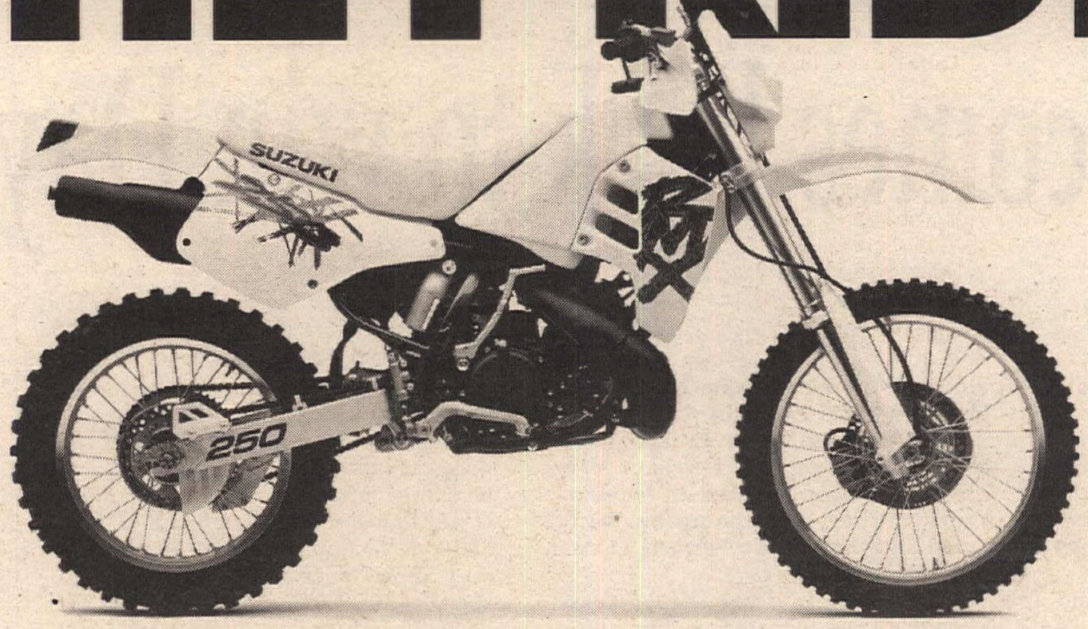


IT'S TRUE, YOU CAN TÉLL HOW RICH SOMEONE IS BY WHAT THEY RIDE.



THE 1993 $357,000 RMX250 CONTINGENCY PROGRAM.

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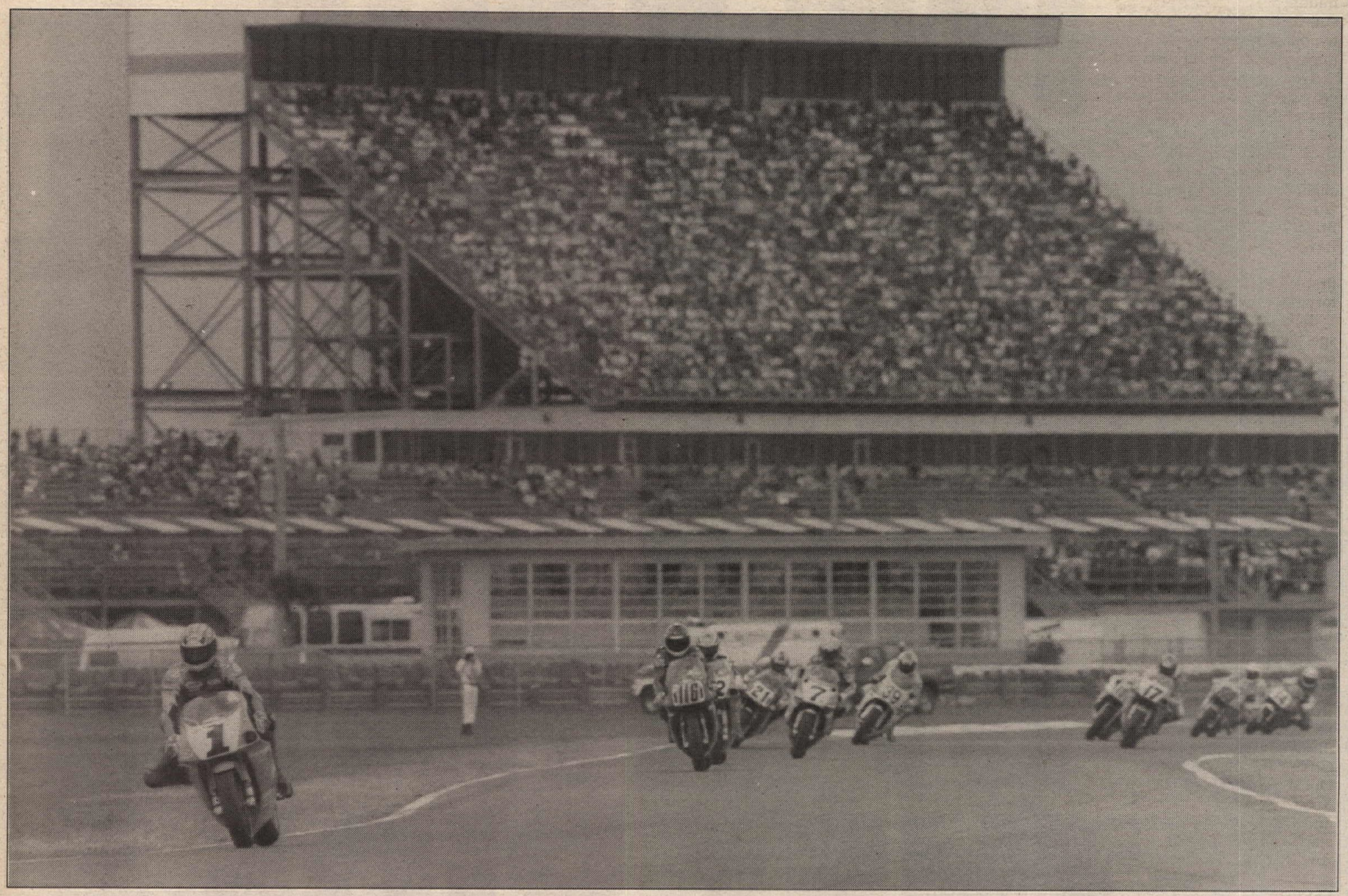
ROAD RACE National Championship Superbike Road Race Series: Round 2



The first lap of the Daytona 200 saw Scott Russell (1) establishing himself as the man to beat; here he leads Raymond Roche (116), Aaron Slight (62) and Eddie Lawson (7).

Lawson comes back to win Daytona 200

By Paul Carruthers
Photos by Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 7

Four-time World Champion Eddie Lawson ended his brief retirement from road racing in style at Daytona International Speedway as he ran down front-runner Scott Russell to win the 52nd Daytona 200 by Arai in his one-race return on the Vance & Hines Yamaha.

"I don't believe it. I'm stunned," said a somewhat modest Lawson. "The bike won - I was just along for the ride. The thing was so fast. That's what won it for us."

Much like last year, this running of the Daytona 200 was a thriller. Last year it was Doug Polen vs. Scott Russell with Russell drafting past in their famous run to the flag. This time it was Russell and the Muzzy Kawasaki who were caught and passed on the final lap, and this time the passing was done by Lawson and the ultra-fast Yamaha YZF750. At the flag, Lawson and his Jim Leonard-built Yamaha were only a scant 0.051-of-a-second ahead of Russell after a hectic last lap struggle. So much for Lawson's relaxing retirement.

Third place went to Russell's Muzzy Kawasaki teammate Miguel DuHamel, making it an all former Daytona 200 winner filled Victory Lane (Lawson previously won the Daytona 200 in 1986, DuHamel in 1991, and Russell last year). A third Muzzy Kawasaki finished fourth, in the capable hands of New Zealander Aaron Slight, with two-time World Superbike Champion Doug Polen and the Fast By Ferracci Ducati finishing fifth.

Camel Honda's Tom Kipp, Team Mirage's Dale Quarterley, England's Mark Farmer, Yamaha Canada's Jacques Guenette Jr. and Ireland's Eddie Laycock rounded out the top 10 finishers.

A pall was cast over the proceedings as word reached the pit area that AMA road racing fixture Jimmy Adamo was killed in his sixth-lap crash. According to eyewitness accounts, Adamo ran straight at the end of the short back-straight that leads to turn six, a left-hand corner which puts the racers back onto the high-banked oval. The 36-year-old New Yorker lost control of his Ducati and struck a section of hay bale-protected wall, suffering massive head injuries. Adamo, who began professional road racing in 1973, is survived by his wife Melanie and two daughters, Danielle, 3, and Jamie, 6 months. Adamo's death was only the fourth motorcycle-racing related fatality in Daytona International Speedway history.

Adamo's tragic accident brought the pace car on to the 3.56-mile race track, and three laps were run under caution flags. Lawson completed the 57-lap, 200-mile race in one-hour, 54 minutes and 55.757 seconds for an average speed of 105.936. For his efforts, the 35-year-old Californian pocketed $16,500 from the $120,000 superbike purse.

Russell, who will be heading to Europe shortly to contest the World Championship Superbike Series, took over the AMA Superbike National Championship points lead with his second-place finish. He leads Polen by a single point, 63-62, after two of 11 rounds. DuHamel jumps to third place in the standings with 56 points. Kipp and Quarterley round out the top five point scorers with 48 and 46 points, respectively.

The list of those championship hopefuls who failed to score well is almost as long as those who did. Vance & Hines Yamaha's Colin Edwards, who finished fourth at the opening round at Phoenix International Raceway, failed to garner points after his YZF750 blew up after only 24 laps; Yoshimura Suzuki's Thomas Stevens was another of the factory men who failed to score after he crashed in the chicane on the 15th lap; the first of the established stars to exit, though, was Camel Honda's Mike Smith - Smith's RC30 fried a clutch at the start and he made it only through the first corner before calling it a day; Fast By Ferracci's Pascal Picotte also had a rough outing, completing only 51 laps after fighting his ill-running Ducati from the get-go.

Much of the story-line for this Daytona 200 revolved around tires. For the first time in Daytona 200 history, the leaders actually stopped for new rubber on three occasions. The majority of the race was a cat-and-mouse game of who made the correct tire choice, who was getting the most out of those particular choices, and just how long would the tires last. As it turns out, the first four riders (Lawson, Russell, DuHamel and Slight) all needed three sets of rear tires to go the distance at the pace they were running.

A slight drizzle just prior to the start of the sighting lap had some riders scrambling for softer compounds as the sun hid behind clouds, bringing cool and windy conditions. Towards the

middle portion of the race, however, the sun broke through, raising the track temperature and possibly causing additional problems with tire wear.

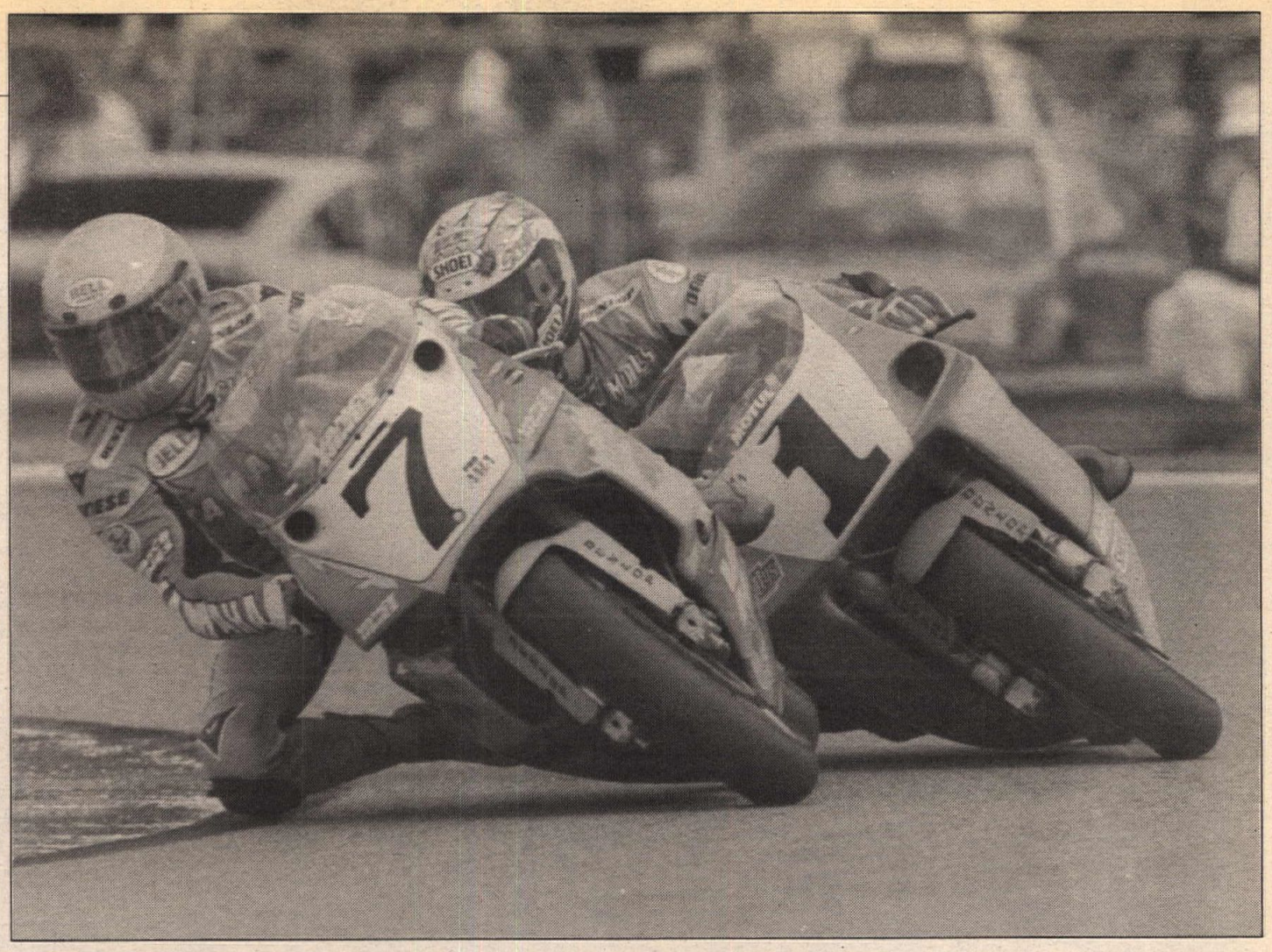
One of the largest Daytona 200 crowds in recent history watched as Russell led the 79-rider field into turn one for the first time, and by the time they reached the International Horseshoe he'd already opened up a slight lead over Picotte, Slight, Lawson, Guenette, DuHamel and Scotland's Brian Morrison. It didn't take long for Lawson to notice that Russell was breaking away, and by the end of the first lap he was with the Kawasaki factory rider.

By this time, Smith was already a spectator, his Honda RC30 coasting to a stop on the inside of the International Horseshoe. "It was something in the clutch," Camel Honda crew chief Ray Plumb said. "I don't really know what it is yet. We put a new one in last night - I don't know."

Attention also focused on Polen and Edwards, the pair starting the race from rows 12 and 16, respectively, after both had encountered problems during the Twin 50 qualifying races (see sidebar). By the third lap, Polen was 15th and Edwards was 18th. Kipp, who also started from the 16th row, was also on the move - he sat a few places behind Edwards.

Lap three also saw Lawson take the lead for the first time, clicking off a one-minute, 53.74-second lap as he and Russell started to pull clear from the rest. Third place was being held by Slight over former World Superbike Champion Raymond Roche and his Ducati, with a gap back to DuHamel, Yoshimura Suzuki's Akira Yanagawa and Canadian Steve Crevier, who had started slowly from his spot on the front row.

Muzzy Kawasaki's Takahiro "Tiger" Sohwa's day started badly as he took his ZXR750 to the pits for the first of many stops in an effort to repair a misbehaving gearbox. Crevier, too, ran into problems, pitting on the sixth lap when one of his exhaust pipes fell off: "We safety wired it and hoped it would stay on - it did," Crevier said. Between that and another unscheduled pit stop to adjust a chain, and the Canadian ended the day in 28th place.



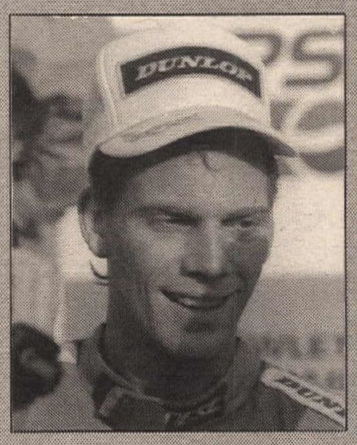
Four-time World Champion Eddie Lawson (7) and AMA Champion Scott Russell (1) were this close for most of the 200-mile race.

On the seventh lap, Adamo crashed, bringing out the pace car and the caution flags on the ninth go-around. As the pack slowed behind the pace car, Russell, who had taken over from Lawson on the seventh lap, led the way with the four-time World Champion in tow; Slight was third with Roche, DuHamel, Yanagawa, Stevens, Polen (now eighth), Guenette, Farmer and Edwards following in order. Roche, though, quickly departed, heading for pit row where he would get re-fueled in an effort to make only one scheduled pit stop; the Frenchman then proceeded to come back out on the track, blatantly breaking the rules by passing riders at will. "Nobody told me about this," Roche said later. "They just said you couldn't pass the pace car."

The raced resumed with 12 laps in the books and Stevens was the next to go, crashing hard in the chicane; fortunately, escaping without injury. Russell and Lawson again took command at the front, with DuHamel using the pace car to his advantage and moving into challenge the top two on the 14th lap. A lap later and he was back to sixth.

"I took myself out with a false neutral going into (turn) one," DuHamel explained later. "I was catching up to Eddie (Lawson) and Scott (Russell) and I said, 'Okay, I'll get in their draft and race to the end. I was pretty happy about that part of the race, but then I got a false neutral and I didn't take any chances. I took it straight and that's the ground I couldn't make up for the victory."

Russell battles wind, takes pole for 200



Muzzy Kawasaki's Scott Russell (right) was having trouble telling time prior to qualifying for the Daytona 200 by Arai, so he did the logical thing - he went out and earned himself a new wristwatch.

Russell smashed Doug Polen's one-year-old lap record with his one-minute, 50.194-second lap (116.304 mph) during the first of two Thursday morning qualifying sessions, earning not only the single AMA championship point and the $1000 that goes to the fast qualifier, but, more importantly to him, the special edition Rolex Daytona chronograph.

"We talked about the watch at home, but it wasn't really on my mind when I went out to qualify," Russell said. "Okay, I can't lie to you - I wanted the watch."

The late-qualifying pressure that was expected to come from four-time World Champion Eddie Lawson never materialized as Lawson's Vance & Hines Yamaha blew an engine in the morning practice session, forcing the Californian to miss his opportunity to win the pole and also leaving him with a back-row starting position for his Twin 50 qualifier.

It was Russell who handled the tricky 17-25 mph crosswinds in the infield section of the 3.56-mile combination infield/oval race track the best, knocking .194-of-a-second off Polen's lap record of a year ago.

"The wind wasn't that bad," Russell said. "There was a crosswind through the infield and I think I could've gone faster without it. It helps a little bit through the kink because it blows you in, but it's gusting so you never can tell. I'm sure I could have done a 49 without it. I'm still having a problem with the chicane, so I know what I need to work on. As slow as I got through there I can't believe I went as fast as I did."

Russell is also riding his 1993 Kawasaki ZXR750 for the first time here at Daytona after finishing third at the opening round at Phoenix International Raceway on a motorcycle that was part 1992, part 1993. "The new bike is really good," Russell said. "It didn't feel as fast as the old one, but I think it goes around the race track faster. The new brakes are unreal." Russell's Kawasaki is equipped with Nissin carbon brakes, and he ran it without the covers because of the cool temperatures.

Russell's plan for his Twin 50 was simple: "Winning it would just be another little bit of momentum for me going into the 200. It'll be a good test for the tires. That's something I haven't done - just take the race tire out and ride on it."

Second quickest in qualifying was Polen and the Fast By Ferracci Ducati, last year's runner-up in the 200. The Texan was hampered somewhat by not being able to get a full qualifying session in.

"We started about 15 minutes late," said Polen, who clicked off a 1:51.330 on the 1993 Ducati 888. "Things weren't set up and it cost me some time, so we'll never know. I wanted to use a softer front because it was cool out, but we didn't have one mounted on the wheels. It took more time than I thought. I never won when I did that (qualified on the pole in 1989, 1991 and 1992), so maybe it's a better deal."

New Zealander Aaron Slight clocked the third fastest time on another Rob Muzzy-prepared Kawasaki at 1:51.619. "The bike's getting better and I'm getting more knowledge of the track," Slight said. "It's making things smoother. I was going as fast as I could with the tires that were available."

The second Fast By Ferracci Ducati ended up fourth after qualifying with French Canadian Pascal Picotte at the helm. Picotte, too, was coming to grips with the new Ducati and he stopped the clocks at 1:52.554: "The bike is getting better," he said. "We're having to work with it little by little. Everything is different from Phoenix. We're down on power a little bit, but I know I can go faster. I just want to go step by step with this bike. I don't care where I qualify. I just want to win the 200. But I have to finish the race first, and I've never done that."

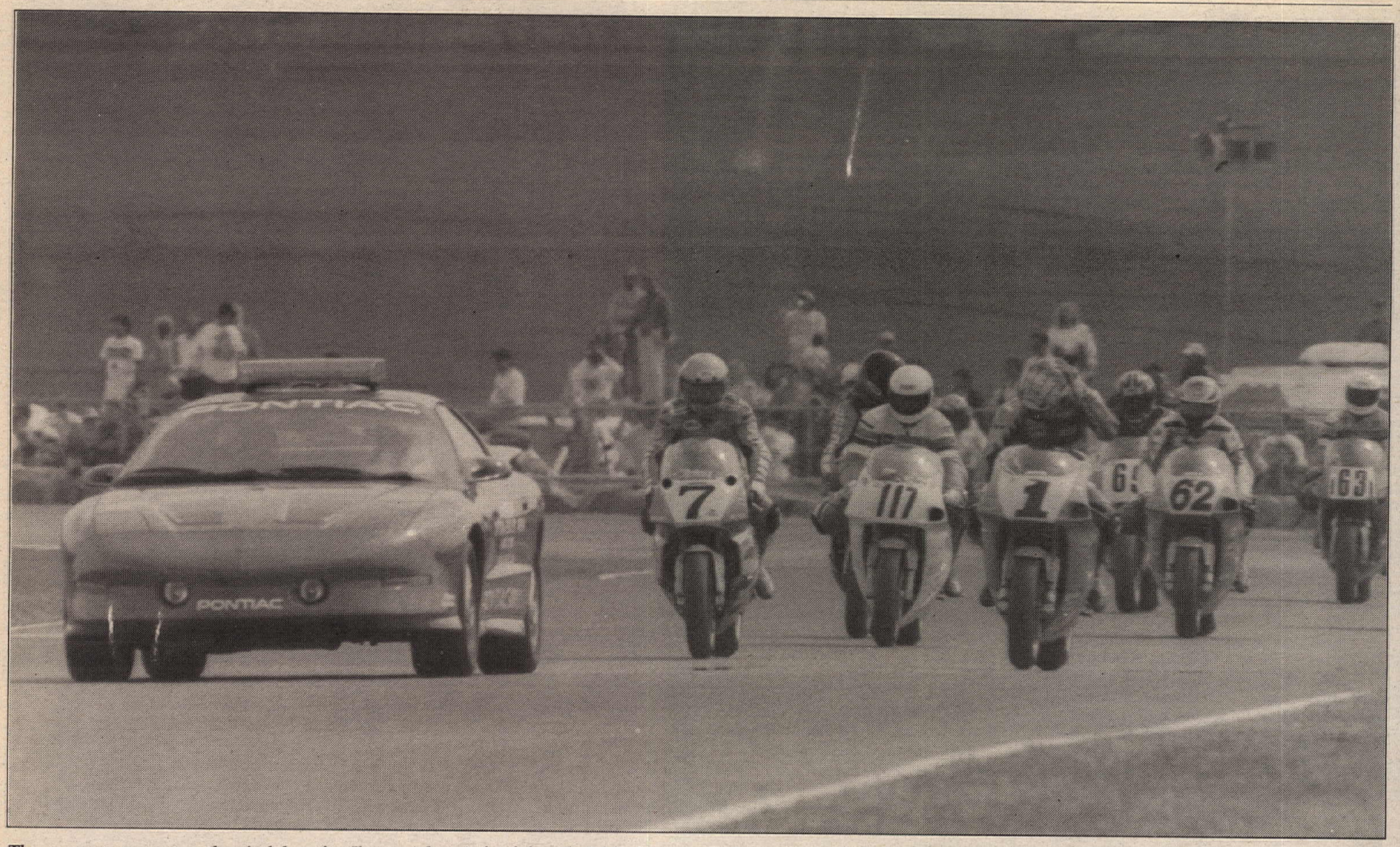
The fastest Honda to qualify was Mike Smith on the Camel-backed Commonwealth RC30 in the fifth spot at 1:52.880. He was followed by his teammate Tom Kipp (1:53.357) and the first Suzuki, ridden by Daytona first-timer Akira Yanagawa (1:53.503).

Former World Superbike Champion Raymond Roche ended the day as the eighth quickest rider with a time of 1:53.503, leading 1991 Daytona 200 winner Miguel DuHamel (1:53.808) on yet another Muzzy Kawasaki. Yoshimura Suzuki's Thomas Stevens rounded out the top 10 qualifiers with a clocking his 1:53.821.

Lawson's Yamaha wasn't the only one that had problems. His Vance & Hines Yamaha teammate Colin Edwards II, who won the International Lightweight race here a year ago, also had his session cut short by a blown motor. The young Texan ended up qualifying 12th with a time of 1:53.821.

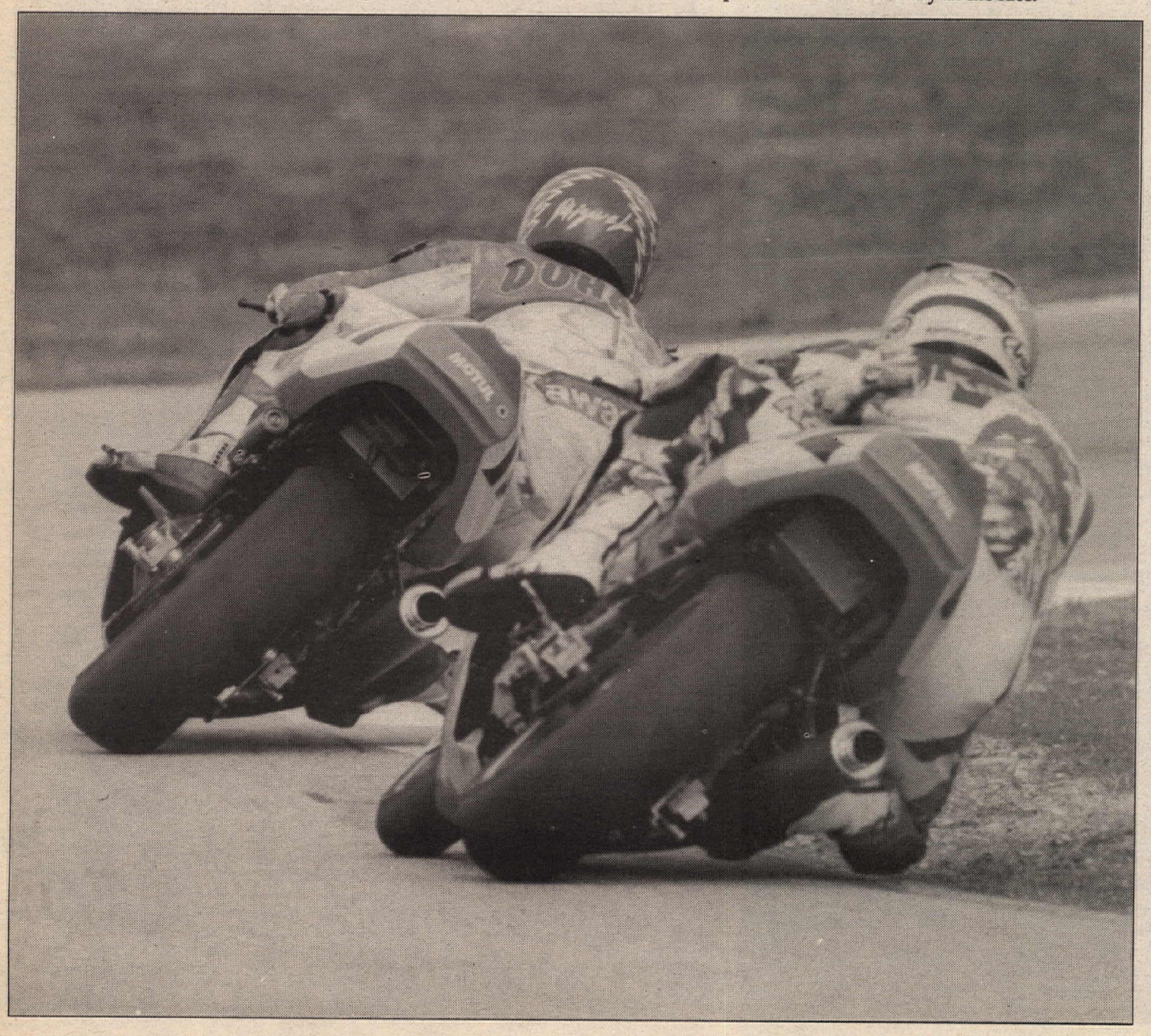
Only Russell's qualifying time would mean much, as the others would be gridded for Sunday's 200 based on their finishing positions in the Twin 50 qualifiers.

ROAD RACE National Championship Superbike Road Race Series: Round 2



The pace car came out on the ninth lap after Jimmy Adamo's fateful crash. Eddie Lawson (7), Aaron Slight (62) and Scott Russell (1) bunch up behind.

Miguel DuHamel and Aaron Slight fought for the lead after Russell and Lawson pitted for new tires early in the race.



By the 16th lap, Polen and Edwards were in the top 10, with Polen holding down fifth and Edwards ninth. Russell had dropped the pace into the 1:52s and he and Lawson were well clear of the battle for third between Slight and Yanagawa.

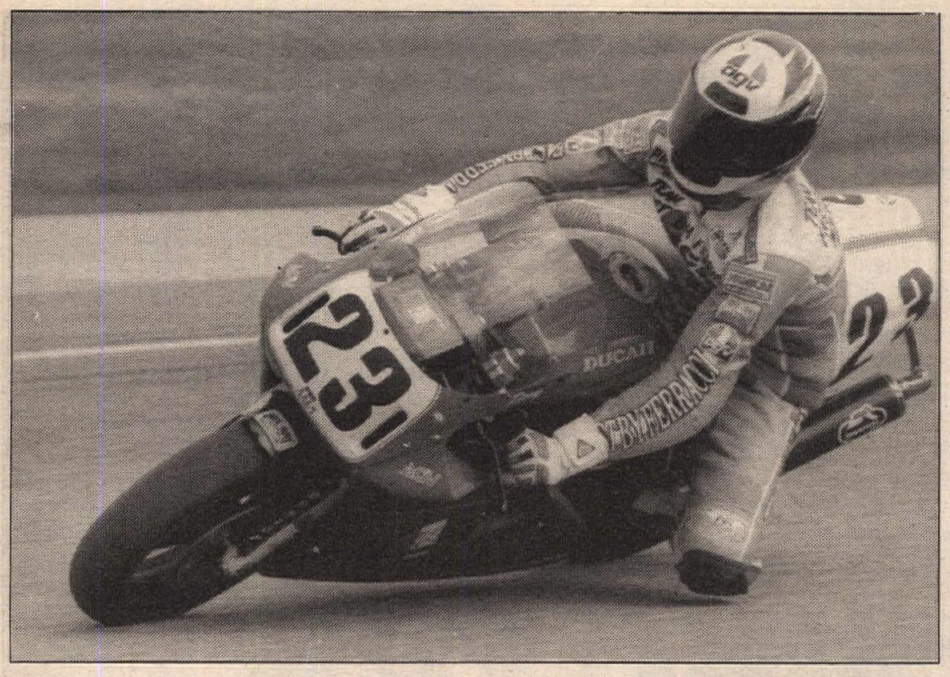
On the 17th lap, Russell pitted for fuel and a new rear tire. He returned to the fray in 16th place after a pit stop that got him in and out in less than 12 seconds.

For the next three laps, Lawson would circulate alone. On the 21st lap, Lawson pitted, taking on fuel and a new rear tire. That gave the lead to - believe it or not - Doug Polen. The Texan was in front of a race between Roche and Kipp with Russell and Lawson back together again in fourth and fifth.

Polen, who had started with a harder compound tire than his competitors in the hopes of only making one stop, was starting to look like he'd made the right decision. On the 25th lap, though, the plan soured. Polen had used up the tire before he'd planned, and he was forced to pit for a new one. Without the benefit of quick-change wheels, the Fast By Ferracci crew sent Polen back out just inside the top 10.

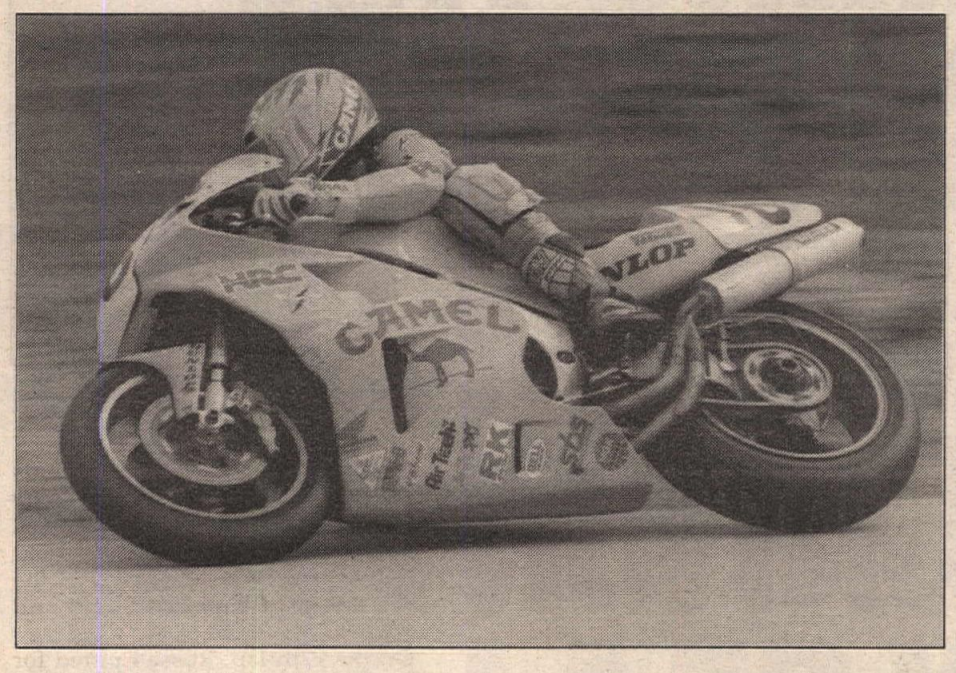
"I knew it was over," Polen said. "The tire forced me in the pits. I went an extra lap, but when I leaned to the left it started shuddering. Raymond Roche came by me and pointed at my rear tire, so I knew it was bad. I would have won the race if the tires had lasted. I had the gas consumption. The fuel strategy was good. If the tire had lasted, I would have won. When we had the caution, I thought, 'They're finished, I've got 'em.' We had calculated that I needed to come in for fuel on lap 28 - that meant for sure I could make it on one fuel stop."

Edwards' day ended at roughly the same time Polen's hopes for victory



Doug Polen's plan to make only one tire change didn't work out; he finished fifth.

Ohio's Tom Kipp ran out of gas, but still finished sixth in the Daytona 200.



Eddie Lawson won his second Daytona 200 after catching Scott Russell on the final lap.

Russell, Picotte take Twin 50s

Muzzy Kawasaki's Scott Russell dominated the first of two Twin 50s, but the story of the second 50-mile qualifying race for the Daytona 200 by Arai was the man who finished third - four-time World Champion Eddie Lawson.

Lawson and the Vance & Hines Yamaha started at the back of the second Twin 50, after encountering problems with an engine in the morning practice session that kept him from posting a qualifying time, but it didn't matter much. The Californian put on the kind of display that you'd expect from someone with his credentials. After half a lap Lawson was 13th, after a full lap he was eighth; two laps later he was third and he took the lead for the first time on the sixth lap. On the 12th lap, though, Lawson was forced to pit with a chunked rear tire. No matter. He rejoined the fray in fifth place, and quickly moved through to finish third behind the Ducatis of race winner Pascal Picotte (above) and runner-up Raymond Roche.

"I didn't plan on that type of race," Lawson said. "I felt like an idiot out there, but the motorcycle was so good it made me look good. It was kind of scary. I went into turn one (on the first lap) and everybody stopped - I didn't know what happened. It was pretty hairball. They were parked out there.

"The rear tire got a little squirrelly, so it was better to be safe than sorry."

Picotte, who won a Twin 50 here last year when Scott Russell was forced out of the race on the final lap, was the benefactor of Lawson's tire failure, and he didn't even know he'd won until he was told in victory lane, Daytona's winner's circle: "I thought I was second," the French Canadian said. "Eddie (Lawson) went by me and he was gone. Thank you, Eddie."

Fast By Ferracci's Doug Polen, last year's pole sitter, also had a tire problem. Polen originally pitted thinking that the front tire was the culprit, but once mechanics checked the Ducati they discovered it was in fact a problem with the rear tire. His tire change took much longer and he ended up finishing 23rd, ironically his racing number.

Roche, who announced that the Daytona 200 on Sunday will be his final race, was pleased with his second-place finish: "It's okay," he said. "I'm happy to be here. There's good sun. I'm on holiday. It's a fast holiday, but it's okay. Fifty miles is too long for me - 200, I don't know if I can finish."

Canadian Jacques Guenette Jr. finished fourth in the second qualifier after his race-long rival Christian Gardner crashed on the last lap. Floridian John Ashmead, England's Mark Farmer, Yoshimura Suzuki's Thomas Stevens, Yamaha of Jacksonville's Michael Barnes, Germany's Wolfgang Hambach and Ireland's Eddie Laycock rounded out the top 10 finishers.

Notably non-finishes in the second Twin 50 were Vance & Hines Yamaha's Colin Edwards II and Camel Honda's Tom Kipp. Edwards' Yamaha quit in the second horseshoe on the second lap while he was running third. Kipp didn't make it that far, his Honda coasting to a stop on the back section of the course. According to Camel Honda crew chief Ray Plumb, the bike's petcock was never turned on and Kipp couldn't find it when the bike eventually stopped. Both would be forced to start from the back of the grid for the Daytona 200.

While Lawson's double come-from-behind ride was splendid, Russell's runaway win from the front was equally as impressive. The defending AMA National Superbike Champion led from the drop of the flag, pulling away to defeat Camel Honda's Mike Smith by an astounding 22.147 seconds while averaging 112.779 mph for the 15-lap race.

"Things were working good," said Russell, who will attempt to become the 11th rider to win the Daytona 200 from the pole position. "It was a little practice race. We changed some things before we went out and it worked out well."

Behind Smith came the biggest surprise of the day - Canadian Steve Crevier. Even though he is the Canadian Superbike Champion, few predicted Crevier and his Kawasaki ZXR750 to do so well here.

"It's our '92 bike so we're pretty familiar with it," Crevier said. "I'm confident with the reliablity. Like I'm sure everybody else is, I'm having some trouble getting it out of the corners, but we'll go with it. I just cruised. I had a lonely race - they kept falling down, but that's what they do here. I've been there, done that..."

One of those who crashed was Takahiro Sohwa on the fourth factory-backed Muzzy Kawasaki. The Japanese rider highsided on the exit of the International Horseshoe on the fourth lap while battling with Crevier; Sohwa suffered a slight concussion, but would bounce back to finish second in the 750cc Supersport final the next day.

The second Japanese rider in the first Twin 50 was Akira Yanagawa on the Yoshimura Suzuki. Yanagawa's problems occurred on the starting line when he killed the engine, starting dead last. Still, he fought through to finish sixth behind fourth-and fifth-place finishers Aaron Slight and England's Brian Morrison. Former Daytona 200 winners Miguel DuHamel and Dave Sadowski finished seventh and ninth, respectively.

ROAD RACE National Championship Superbike Road Race Series: Round 2

were squelched. The 19-year-old Texan coasted the Yamaha to a stop in the chicane: "It just quit," he said later. "It didn't make any funny noises or anything - it just quit running."

With Polen back in the pack, the dominant rider of the race to this point moved back into the lead - Scott Russell. He led Roche, Slight and you know who - Lawson. Lawson quickly disposed of Slight and Roche and moved in on Russell. At the halfway mark, he trailed the Kawasaki by 6.5 seconds as he started to work on whittling that down. On the 31st lap, Lawson got in a big slide exiting the chicane and quickly brought the Yamaha onto pit road for an unscheduled stop. The Vance & Hines crew weren't ready for him, and by the time he rejoined the race he was back in fifth place.

Russell, too, was forced to make an unscheduled pit stop, only two laps after Lawson. Quick work by the Muzzy crew got the Georgian, who now calls Monterey, California, home, back out on the track in third place and - more importantly - in front of Lawson. At this point, DuHamel and Slight were hammering away at each other at the front and led Russell by some seven seconds.

On the 39th lap, both DuHamel and Yanagawa took to the pits, and Slight followed suit a lap later. This again set up a Russell/Lawson duel, with Russell leading by 3.56 seconds. Yanagawa would make two more pits stops on consecutive laps and his engine would expire for good on the 52nd lap.

Russell's lead was quickly evaporating - 2.6 seconds on lap 42, two seconds on the 43 lap and 1.7 seconds on the 44th go-around. On the 46th lap, Lawson took the lead on the front straight, then had a big moment with a lapped rider in turn one. On the 48th lap, Lawson was forced to pit again, and it looked as though the race belonged to Russell - despite Lawson's quick stop putting him back on the track in second place.

The gap between Russell and Lawson was a rather large 36 seconds by the 49th lap. But just when it appeared as though Lawson's hopes were dashed, Russell was also forced to get a third rear tire.

"I had a problem with tires, but I don't know what it was," Russell said. "It didn't feel right so I came in and decided I needed it changed, and that's what we did. We only planned two pit stops, but when I had to pit early it kind of threw a monkey wrench in our plans. We had to change our plan."

Both Lawson and Russell pleaded ignorance over the compound of tire they had been fitted with in their final stops. "I don't know," Lawson deadpanned later. "It had yellow letters on it, and it was black."

Dunlop tire technician Jim Allen said that both riders used hard-compound 770s. "They all said through the week that the 770 had no grip," Allen said. "I clocked Russell at a 50.9 and Lawson at a 50.5 on the last lap with that tire. You figure it out."

Russell managed to exit pit lane with a little gap over Lawson, but by the time he'd taken a lap to get the tires up to temperature, the multi-time World Champion was only a second behind. On the 55th lap, Russell exited the International Horseshoe, took a look over his shoulder and saw Lawson in his wheel tracks. Not a comforting sight. On the final lap, despite making a rather brave move through traffic in the West Horseshoe, Russell had no breathing room over Lawson at all. As the pair entered the chicane for the final time, Russell encountered lapped rider Chuck Graves. He was hung up enough to give Lawson all he needed to shoot past on the outside as the pair blasted onto the banking for the final time.

The Kawasaki's top end was no match for the Yamaha, and Lawson was able to hold off the drafting Russell from the chicane to the finish line.

"Scott had a problem, he got a backmarker in the chicane," Lawson explained. "It kind of caught me off guard. It just worked out. The thing was so fast, I was just basically hanging on."

How about that last lap? "Boy, I'll tell you what," Lawson said. "My heart rate must've been over 200 - I know that. I just thought if I got behind Scott, I could draft him down the front and that I could pull this thing off. Then Scott just about collected that guy in the chicane, so I just went right up to the top of the banking and just pinned it. We had enough horsepower that we beat him to the line. I figured this thing's fast enough - we're gonna do it."

Russell wasn't too disappointed with his second-place finish: "I'm proud to be here for the Muzzy Kawasaki team," he said. "I can't say enough for the crew, the bike and I can't say enough for Eddie Lawson. He's a great rider and to finish second to him - hey, that ain't bad. It just didn't work out in the end. I had some problems and I tried to over-ride them, and in the end we ran into some lapped traffic in the chicane and it didn't go my way. Here we are, second, and I'm still happy. It was a pretty wild ride - unfortunately, we didn't have a clear track to race to the end."

Russell even showed some restraint in not offering Graves any obscene gestures for holding him up: "I didn't give him any gestures - yet!" Russell said with a smile.

DuHamel took over third place after Slight ran into tire problems: "Aaron got by me and he was gassin' it real hard," DuHamel explained. "I tried to get on the gas and follow him but my tire was just not there enough to stay with Aaron. I said, 'Well, I'll play Murphy's Law.' His tire is the same as mine, and he chunked his and he had to come in and change. I just kept my cool, and when I saw five laps, I knew I had third."

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Slight cruised in for fourth place - in his first-ever Daytona 200: "We had to do three tire stops and our original plan was for two. The first two (stops) went so well we though we'd have an extra one," Slight joked.

Polen was next in fifth, disappointed that his original plan for one stop hadn't worked out, but still content with getting out of Daytona with a substantial amount of points. Kipp was next, despite running out of fuel two laps from the end and losing a lap to the leaders. "Considering we sheared a countershaft sprocket on the last lap of practice this morning, and the fact that the clutch got real bad 10 laps from the end and then we ran out of gas in the chicane so I could coast into the pits - I feel real fortunate just to finish where we did."

Quarterley, too, was pleased with his seventh place finish: "All in all, it was a good day," he said. "I think we had a fourth or fifth place machine. From me crashing it on Thursday, we just never had a chance to get the bike set up right. I couldn't flick that thing without it going into tankslappers. They were baking me in the chicane and the kink. I'm tickled pink just to finish this stupid thing." Quarterley had pitted twice, changing rear tires both times while taking on fuel. In addition, he was another of the riders starting from what became known as "Sweet 16" - the 16th row on the grid he shared with Edwards, sixth place finisher Kipp and Sohwa.

Quarterley was top finishing Michelin-tire using rider in the Daytona 200, with Dunlop still controlling things in the superbike tire wars. Guenette was another Michelin man, and he battled through hell week to finish ninth.

"It was a crazy week," the young French Canadian said. "From 5 a.m. on Tuesday I didn't go to bed until after registration on Thursday. I drove 23 hours straight by myself to get here and I was very tired. Still, I was fine for the race, but it was a long week for me. We went with a more reliable setup, so we were a little bit slower in the 200. Some of the stuff in the engine was getting a bit old, so we went safer. I think the result is good considering the week we had. I want to thank Michelin - they really took very good care of me this week."

Picotte was a less happy French Canadian after ending up 37th, thanks mainly to running out of fuel and having to push the bike nearly all the way from the chicane to the pits: "My bike was running like a 600," he said. "It was a fuel-injection problem that I first noticed on the warm-up lap. Because of that, we ran out of gas. It was almost impossible to ride - it was a really hard race."

Lawson, who is rumored to be doing the Suzuka 8-Hour for Yamaha later in the season, hinted that given the right opportunity he may return to run Daytona another day: "If I have that kind of horsepower edge again - I'd think about doing it again," Lawson said. "My motorcycle was in a class by itself. I was smiling in my helmet the whole time. It was good - I was happy." CN

Results

SUPERBIKE QUALIFYING: 1. Scott Russell (1:50.194/116.304 mph); 2. Doug Polen (1:51.330); 3. Aaron Slight (1:51.619); 4. Pascal Picotte (1:52.554); 5. Mike Smith (1:52.880); 6. Tom Kipp (1:53.357); 7. Akira Yanagawa (1:53.503); 8. Raymond Roche (1:53.573); 9. Miguel DuHamel (1:53.808); 10. Thomas Stevens (1:53.821); 11. Takahiro Sowha (1:53.824); 12. Colin Edwards II (1:54.076); 13. Dale Quarterley (1:54.451); 14. Christian Gardner (1:54.553); 15. Steve Crevier (1:55.018); 16. Jacques Guenette Jr. (1:55.044); 17. Brian Morrison (1:55.834); 18. Wolfgang Hambach (1:56.018); 19. Steve Hislop (1:56.254); 20. John Ashmead (1:56.911).

ARAI TWIN 50 #1: 1. Scott Russell (Kaw); 2. Mike Smith (Hon); 3. Steve Crevier (Kaw); 4. Aaron Slight (Kaw); 5. Brian Morrison (Kaw); 6. Akira Yanagawa (Suz); 7. Miguel DuHamel (Kaw); 8. Steve Hislop (Duc); 9. Dave Sadowski (Kaw); 10. Jim Sabin (Kaw); 11. Richard Moore (Kaw); 12. Fritz Kling (Kaw); 13. Paul Schwemmer (Hon); 14. John Long (Suz); 15. Rick Shaw (Yam); 16. Robert Wright (Suz); 17. Chuck Graves (Suz); 18. Adriano Narducci (Duc); 19. James Lussier (Kaw); 20. Jesus Rodriguez (Duc); 21. Greg Abbott (Kaw); 22. Andrew Deatherage (Suz); 23. Anthony Fania Jr. (Kaw); 24. Mike Walsh (Yam); 25. Donald Unger (Hon); 26. William O'Beesch (Kaw); 27. Greg Kopp (Duc); 28. Brett Ray (Suz); 29. Don Vance (Suz); 30. Robert Marsh (Suz); 31. Tim Blasquez (Suz); 32. Scott Landis (Suz); 33. Al Charles (Suz); 34. Takahiro Sohwa (Kaw); 35. Dale Quarterely (Kaw); 36. Jimmy Adamo (Duc).
Time: 28 min., 24.566 sec.
Distance: 15 laps, 50 miles.
Average Speed: 112.779 mph.
Margin of Victory: 22.147 sec.

ARAI TWIN 50 #2: 1. Pascal Picotte (Duc); 2. Raymond Roche (Duc); 3. Eddie Lawson (Yam); 4. Jacques Guenette Jr. (Yam); 5. John Ashmead (Kaw); 6. Mark Farmer (Yam); 7. Thomas Stevens (Suz); 8. Michael Barnes (Yam); 9. Wolfgang Hambach (Kaw); 10. Eddie Laycock (Kaw); 11. Eric Moe (Hon); 12. Lee Shierts (Kaw); 13. Pablo Real (Duc); 14. David Kieffer (Duc); 15. Marc Smith (Kaw); 16. Christian Gardner (Yam); 17. Kevin Graham (Kaw); 18. Juha Berner (Yam); 19. Ernie Kicklighter (Kaw); 20. Doug Gross (Duc); 21. Julius Ilmberger (Duc); 22. Angelo Nicholes (Suz); 23. Doug Polen (Duc); 24. Kurt Liebmann (Duc); 25. Stephen DeCamp (Kaw); 26. Rudolph Raab (Yam); 27. Steve Moriarty (Kaw); 28. Chris Bellissimo (Kaw); 29. Shawn Higbee (Kaw); 30. Colin Edwards II (Yam); 31. Ian Simpson (Kaw); 32. Koenig Bernd (Duc); 33. Tom Kipp (Hon).
Time: 28 min., 51.699 sec.
Distance: 15 laps, 50 miles.
Average Speed: 111.012 mph.
Margin of Victory: 2.163 sec.

DAYTONA 200: 1. Eddie Lawson (Yam); 2. Scott Russell (Kaw); 3. Miguel DuHamel (Kaw); 4. Aaron Slight (Kaw); 5. Doug Polen (Duc); 6. Tom Kipp (Hon); 7. Dale Quarterley (Kaw); 8. Mark Farmer (Yam); 9. Jacques Guenette Jr. (Yam); 10. Eddie Laycock (Kaw); 11. Michael Barnes (Yam); 12. Karl Truchsess (Kaw); 13. Jim Moodie (Kaw); 14. Richard Moore (Kaw); 15. Pablo Real (Duc); 16. Chuck Graves (Suz); 17. Eric Moe (Hon); 18. David Kieffer (Duc); 19. Andrew Deatherage (Suz); 20. Rick Shaw (Yam); 21. John Long (Suz); 22. James Lussier (Kaw); 23. Marc Smith (Kaw); 24. Bernd Koenig (Duc); 25. Mike Walsh (Yam); 26. Steve Hislop (Duc); 27. Akira Yanagawa (Suz); 28. Steve Crevier (Kaw); 29. William O'Beesch (Kaw); 30. Julius Ilmberger (Duc); 31. Ernie Kicklighter (Kaw); 32. Donald Unger (Hon); 33. Brian Morrison (Kaw); 34. Adriano Narducci (Duc); 35. Don Vance (Suz); 36. Brett Ray (Suz); 37. Pascal Picotte (Duc); 38. Steve Moriarty (Kaw); 39. Angelo Nicholes (Suz); 40. Scott Landis (Suz); 41. John Ashmead (Kaw); 42. Tim Blasquez (Suz); 43. Anthony Fania Jr. (Kaw); 44. Rudolph Raab (Yam); 45. Jim Sabin (Kaw); 46. Raymond Roche (Duc); 47. Ian Simpson (Kaw); 48. Stephen DeCamp (Kaw); 49. Kurt Liebmann (Duc); 50. Jesus Rodriguez (Duc); 51. Greg Kopp (Duc); 52. Uwe Brunzel (Duc); 53. Colin Edwards II (Yam); 54. Paul Schwemmer (Hon); 55. Chris Bellissimo (Kaw); 56. Juha Berner (Yam); 57. Takahiro Sohwa (Kaw); 58. Thomas Stevens (Suz); 59. Jimmy Adamo (Duc); 60. Robert Marsh (Suz); 61. John Cox (Yam); 62. Fritz Kling (Kaw); 63. Al Charles (Suz)
Time: 1 hour, 54 min., 55.757 sec.
Distance: 57 laps, 200 miles.
Average Speed: 105.936 mph.
Margin of Victory: 0.051 sec.

AMA SUPERBIKE NAT'L C'SHIP POINT STANDINGS: 1. Scott Russell (63); 2. Doug Polen (62/1 win); 3. Miguel DuHamel (56); 4. Tom Kipp (48); 5. Dale Quarterley (46); 6. Eddie Lawson (35/1); 7. Pascal Picotte (32); 8. Jacques Guenette Jr. (31); 9. Eric Moe (29); 10. (TIE) Colin Edwards/Aaron Slight (28); 12. Thomas Stevens (25); 13. (TIE) Pablo Real/Mike Smith (24); 15. Mark Farmer (23); 16. (TIE) Christian Gardner/Eddie Laycock (21); 18. (TIE) Michael Barnes/Scott Gray (20); 20. (TIE) James Adamo/Karl Truchsess (19).

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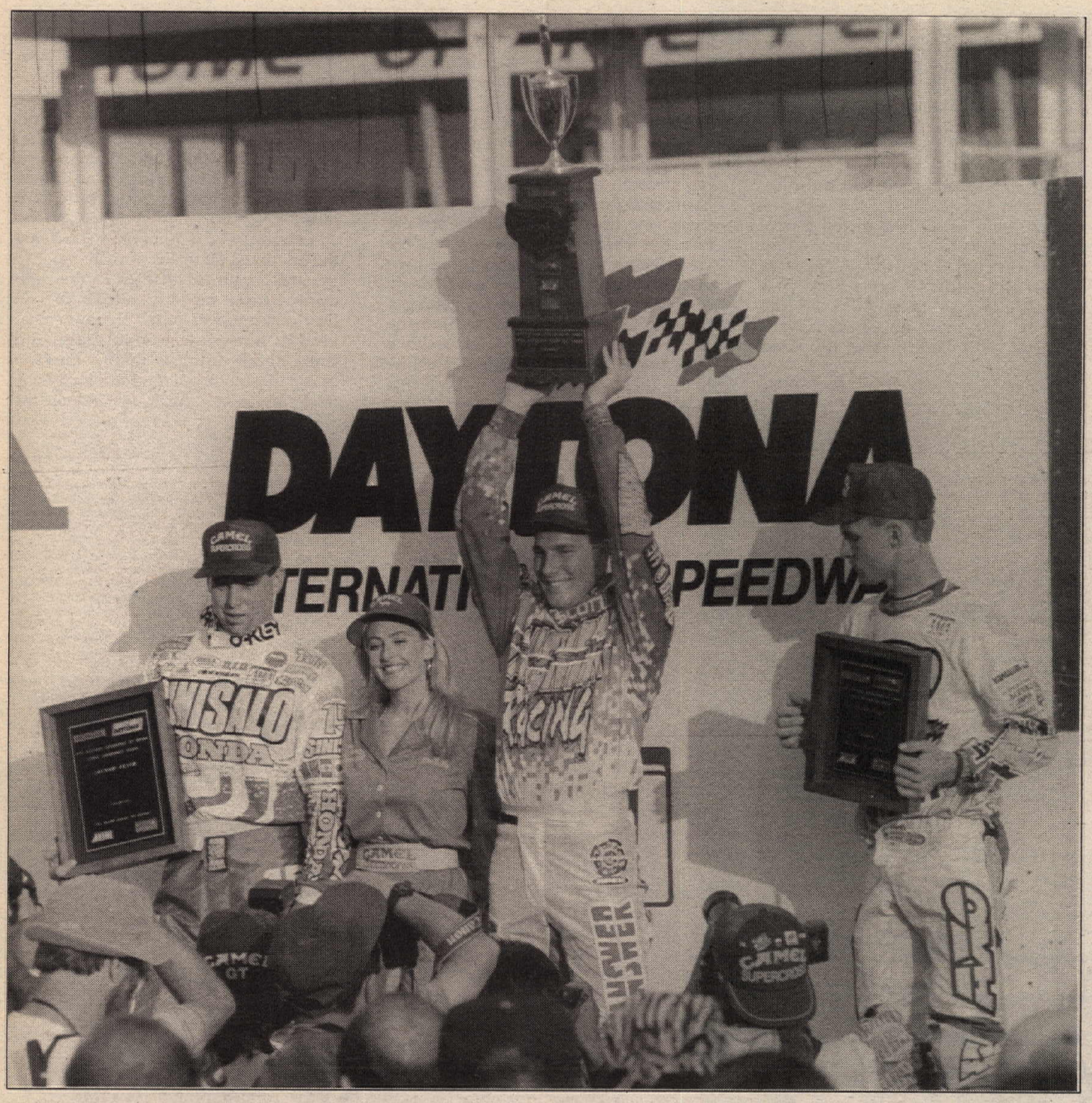
SUPERCROSS AMA Camel Supercross Series: Round 8



(Left to right) Jeremy McGrath, winner Mike Kiedrowski and Damon Bradshaw celebrate. McGrath retained the points lead.

Kiedrowski wins first at Daytona

By Henny Ray Abrams
Photos by Kinney Jones and Donn Maeda

DAYTONA BEACH, FL, MAR. 6

"We came, we saw, we kicked their ass," Kawasaki's Mike Kiedrowski said after scoring his first-ever Camel Supercross Series win in the 23rd Daytona Supercross by Honda.

"These last two weeks in Florida have probably been the greatest two weeks of my life," said 24-year-old Kiedrowski, who won last week's Gainesville National. "This win is especially nice because the race is sponsored by Honda and I'm on a Kawasaki."

It was Kawasaki's first Daytona Supercross win since Jimmy Weinert won in 1979 and it appeared almost effortless. Kiedrowski chased down early leader, and series points leader Jeremy McGrath, and rode more aggressively through the rutted whoops to take the lead on the eighth of 20 laps. Once out front, Kiedrowski pulled away, winning, unofficially by over 11 seconds, though he slowed dramatically on the last lap to acknowledge the crowd that saw a mostly follow-the-leader race on a bright and sunny, but cool Florida afternoon.

Honda's McGrath, 21, was a comfortable second, with Yamaha's Damon Bradshaw a disappointed third. Honda's Jeff Stanton finished fourth, the victim of a broken rear shock linkage, and saw the end of his four-year reign and Honda's 10-year victory string at the Florida facility come to an end.

The series lead still belongs to McGrath with 174 points, 13 better than Bradshaw after seven of 16 events. Kiedrowski is just a point behind Bradshaw with 160, while Stanton holds fourth with 152.

Kiedrowski's share of the $50,000 250cc purse was $8000, with McGrath earning $3500 and Bradshaw $2000.

All was not lost for race sponsor Honda, however. Doug Henry led the 125cc Eastern Regional final from start-to-finish in a procession that lacked the slightest bit of drama. Henry was out front from the first lap on, stretching his lead to close to 20 seconds at the midway point of the 15-lap race, extending it to near 30 at the end.

"The race was pretty much error-free," Henry said after winning his second round in a row and extending his series points lead. "When the fans started cheering it was pretty exciting. That was the best part of the race. I pulled out about 21 seconds and then I eased off a bit."

Suzuki's Ezra Lusk finished second, quite a feat since he blew his rear shock on the third lap and fought a bouncing motorcycle the whole race.

"I came through the whoops every time and I was off the track and it wanted to endo me," the Georgian said.

Third went to RRP Yamaha's Tim Ferry, closing on Lusk at the end, but coming up a few seconds short.

"I'm from Florida (West Palm Beach) and this is my last race in Florida this season so I had to do something for my fans," Ferry said. "This is the best supercross finish of my career. Last year my best finish was fourth."

After five of 10 Eastern Regional races, Henry holds a nine point lead over Lusk, 114 to 105, while Kawasaki Team Green's Scott Sheak, 11th today, is third with 59.

Henry's cut of the $10,000 125cc purse was $2000, Lusk taking home $1000 and Ferry $750.

250cc Heats

Daytona has a unique race format, three 30-rider, eight-lap heats with the top five transferring directly to the 30-rider main; then two six-lap semifinals that advance six riders from each to the main; and a last chance qualifier that advances the top three finishers.

Suzuki's Jeff Matiasevich had his moment in the sun, leading the first heat before being quickly displaced by a number of riders, including Kiedrowski and Stanton. The "MX Kied" took the lead before the end of the first lap, Stanton coming with him past Matiasevich, the pair pulling away from the field.

By the midway point Kiedrowski and Stanton had close to 18 seconds on a four-rider battle for third, Matasievich leading the way. Kiedrowski turned up the steam in the second half of the race, Stanton slowing on the fifth lap in a set of whoops near some inflatable palm trees and the race for the win was over.

Kiedrowski would win by close to six seconds with Stanton a secure second, and Noleen Racing's Shaun Kalos taking over third on the seventh lap. Privateer John Dowd and Matasievich took the final two direct transfers.

"On the first lap he passed me through the whoops," Kiedrowski said of Stanton. Then he didn't jump on me on the jumps and I just got back by him. I rode my own race and that's what it takes to win here."

The second heat holeshot went to Bradshaw and 10-minutes, 27.06 seconds later so did the second heat win. No one was going to stop him, though Kawasaki's Michael Craig gave it a try, and at the end he had over a 16 second cushion.

Second, also from early on, belonged to Kawasaki's Mike Craig, the Californian settling in after briefly passing Bradshaw on the second lap. At the end he had close to 13 seconds on Suzuki's Larry Ward, third in the parade from the end of the first lap.

Yamaha's Jeff Emig had to work to finish fourth, passing Pro-Circuit's Buddy Antunez on the fifth lap. Antunez held on for the final transfer.

At the start of the third, and final, moto Suzuki's Brian Swink did a "Flying W" in the first turn, taking both Steve Lamson and himself off the track and letting Jeremy McGrath and Suzuki's Guy Cooper scoot past.

McGrath was quickly gone, lapping over a second faster than second-placed Phil Lawrence after Cooper crashed while trying to keep pace. A 10-second McGrath lead at the midway point stretched to over 20 at the end, the young Honda rider's win never in doubt.

"It's going to be a demanding 20 laps," McGrath said, looking forward to the main event. "The track's changing every lap. It's more like an outdoor track. I really don't consider it a supercross track, but everybody's got to race it and I'm looking forward to it."

250cc Semis

Honda of Troy/AXO/Pro Circuit's Erik Kehoe was away fastest and in the lead of the first semi, with Yamaha Japan's Kohji Ohkawara second, and Yamaha's Jeromy Buehl third, and on the move. Buehl first passed Ohkawara starting the third lap and went by Kehoe at the end of the lap. The pair raced

The track is laid out in the tri-oval area of Daytona International Speedway. The demanding course is longer than other supercross tracks, so conditioning plays a role.

side-by-side briefly, Kehoe getting sideways over the ruts and allowing Buehl to make a break. After gathering himself up, Kehoe made a charge that came up about two seconds short at the end.

Ohkawara was alone in third with Suzuki Canada's Carl Vaillancourt fourth, Ross Pederson fifth, and Kawasaki-Yamaha of Shelby's Brian McElroy getting the last direct transfer.

"The track's really rough out there," Buehl said. "On the outside line it's a little smoother and I was able to pull away. This is my first win in the 250s, qualifier or main event and it's a great one."

Kurt McMillen quickly moved to the front of the second semi, taking over on the second lap and holding on until KTM's Cliff Palmer went by at the east end of the Gary Bailey-designed course which was laid out on the grassy area in front of the main grandstands and between the start/finish line area of the famous speedway's paved oval and pit lane.

McMillen would lose one more spot, Andrews Cycles' Fred Andrews dropping him back to third on the fifth lap as Palmer sped into the distance.

The excitement was farther back in the pack, Suzuki's Guy Cooper getting stuck in a rut, then doing an endo before rallying to finish 18th for the final transfer to the last chance qualifier.

250cc LCQ

Cooper hesitated slightly at the start of the six-lap last chance qualifier, giving Ty Davis and Kawasaki Team Green's Ray Crumb the chance to get away.

On the third lap Davis was out of the race with an east end crash, the mishap occurring right after Cooper had moved past Crumb for second and set his sights on race-leader Mike Healey who took over the lead with the Davis spill.

Cooper gave chase to the flag, but came up less than two seconds short. Still, he was in the main.

250cc Main

McGrath timed the gate perfectly and led the 30-rider field as they funneled into the left-hand first turn. Stanton was second in front of Kiedrowski, Honda's Steve Lamson, Suzuki's Brian Swink, and an aggressive Bradshaw.

By the end of the first lap Bradshaw was into fifth and up to second a lap later, though Kiedrowski would pass him right back and the pair would prepare to scrap for a number of laps as they closed on race-leader McGrath. The pass for the lead came on the eighth lap, Kiedrowski finding a better line through the ruts to move out front.

"It was rough out there. I just had to switch lines and pick better ones and once I smoothed out it helped me," Kiedrowski said.

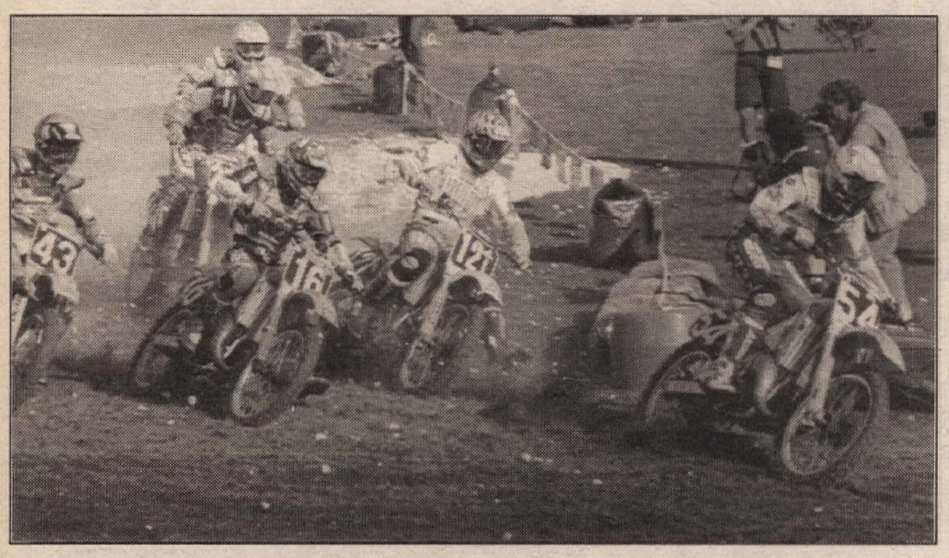
From there, it was smooth sailing for Kiedrowski.

"We wanted to win this one so bad: This is the best one to win,"

Jeremy McGrath (15) holeshot the main event and finished second overall.

SUPERCROSS AMA Camel Supercross Series: Round 8

(Above) Mike Kiedrowski notched his first-ever Camel Supercross victory. (Below) Mike Brown (54) led Doug Henry (16), Ezra Lusk (43) and Jason Edwards (121) to the first turn in the Eastern Region 125cc class.



Kiedrowski's mechanic Shane Nalley said. "I knew he had the field covered after practice."

Though Kiedrowski was able to pass McGrath, Bradshaw wasn't, at least not immediately and he began to apply pressure from the mid-point on. But a lapped rider got in his way in the left-hand kink in front of the signalling area on the fourteenth lap, forcing him to stop and letting McGrath pull away to an uncontested second.

"I hooked his handlebar going through there," Bradshaw said. "I had a pretty good drive coming up on Jeremy. I lost a little bit of time, picked it back up, then I ran into that lapped rider and lost quite a bit of time.

"I don't know, I guess I plateaued out there and I didn't ride as well as I wanted to," Bradshaw added, a feeling that McGrath shared.

"I was a little bit out of control sometimes," McGrath said. "I can't take anything away from Mike, he was riding great. I did exactly what I wanted to do. I wanted to get the holeshot and I wanted to lead the race for as many laps as I could, then I wanted to pace myself and that's what I did."

Stanton had started well, finishing the first lap in third, but he knew there was trouble ahead.

"The linkage bolt broke when I did the parade lap and I knew something was wrong," Stanton said. "We scrambled, we didn't know if it was fixed, and it still wasn't right. I got a great start, but didn't want to bust myself up. It took a couple of laps to get going."

Stanton had dropped to ninth before gradually working his way forward. Up to eighth on the third lap, he moved up a spot on the sixth, then into sixth on the seventh lap, and fifth on the eleventh. He would move into his eventual finishing position, fourth, with a pass of teammate Lamson on the twelfth lap.

"I didn't know Stanton was back there," Lamson said. "He went by me right after crossing the starting line, on the inside, then blocking me."

Lamson would fall to Suzuki's Swink a lap later, the Honda rider taking his best supercross finish ever despite nursing a shoulder injured during practice this week.

"I just wanted to get this week over with," Lamson said. "After Swink passed me, I wanted to re-group. We were both struggling through the big ruts on the straights and for a while he pulled me through them. At the end I started relaxing and almost got him."

"I knew it was going to be rough and I wanted to go one speed from start to finish instead of going out and going nuts and going fast," Swink said after finishing fifth. "

Michael Craig took over seventh on the ninth lap and finished there, the end not coming soon enough.

"It was the roughest track I've ever raced on in my life," Craig said. "You can ask any rider. It was just brutal."

125cc

The first six-lap 125cc heat race began with a couple of major crashes, the field gradually sorting itself out, and Tim Ferry taking advantage of the mayhem to make a break, though Doug Henry stuck with him. Ferry bailed off on the fourth lap after running into some hay bales, then getting the trackside banner stuck in his rear wheel, giving Henry the opportunity to breeze to the win with better than a 20-second cushion.

Davey Yezek beat Jeff Curry for second by about half a bike length with Barry Carsten taking fourth in front of the resurgent Ferry.

The second heat began with Ezra Lusk running at the front for the first three laps, but the race was red-flagged when Matt Shue crashed on the fourth lap. Shue was transported to nearby Halifax Medical Center where he was under observation with a concussion.

It took Lusk a lap or two to move to the front in the re-start, John Dowd moving into second on the third lap with Brian Deegan third. That would be the order at the finish, with only Deegan getting any pressure, and that from Canadian Jean-Sebastien Roy who ended fourth.

New England Cycle's Mike Treadwell and DGY Racing's Jeff Dement dominated the 125cc last chance qualifier, Dement making the pass for the lead, and win, in mid-air on the front straightaway in front of the trioval grandstands. Princeton Honda's Jimmy Eickel and Suzuki of Winston-Salem's Todd Bennick got the final two transfers.

Jim's Motorcycle Sales' Mike Brown got a career start in the 15-lap 125cc main, but he couldn't make it stick, bobbling in a right-hander while Doug Henry pounced. The race, for the win anyhow, was over and the final 14 laps became something of a line dance.

Lusk took over second on the second lap and, like Henry's, his position would be solid, even though he was riding with a blown rear shock.

"I blew a rear shock and it was pretty hard to ride good like that," Lusk said. "I really wanted to see what I could do in the sand and a long moto like this. Doug rode good. I congratulate him on his win. I think I'm nine points behind Doug and that's not too far behind."

On the third lap, Ferry was into third just before a jump on the east end of the course, dropping Brown to fourth. From there he began to stretch it out and rode, mostly by himself, to third.

Jeff Curry needed a few laps to get his final position, fourth, not getting there until the halfway point. Curry, who finished the second lap in twelfth, moved up in spades, jumping to sixth on the fourth lap, and up to fifth a lap later. On the eighth he blew past Carsten, who would finish fifth, one better than Roy. CN

Results

250 HEAT 1: Mike Kiedrowski (Kaw); 2. Jeff Stanton (Hon); 3. Shaun Kalos (Yam); 4. John Dowd (Kaw); 5. Jeff Matiasevich (Suz); 6. Carl Vaillencourt (Suz); 7. Eric Kehoe (Hon); 8. Mike Healey (Suz); 9. Ross Pederson (Suz); 10. Kohji Ohkawara (Yam); 11. Tony Amaradio (Kaw); 12. Josh Steel (Kaw); 13. Brian McElroy (Yam); 14. Junior Jackson (Hon); 15. Jason Marshall (Kaw); 16. Dag Boyesen (Yam); 17. Brain Behrmann (Suz); 18. Randy Richardson (Kaw); 19. Ryan Reynolds (Hon); 20. T. Owens (Yam); 21. Jeff Glass (Hon); 22. Tony Graves (Yam); 23. Marc Peters (Yam); 24. Todd Bennick (Suz); 25. G. Dickson (Suz).
Time: 10 min., 20.03 sec.

250 HEAT 2: 1. Damon Bradshaw (Yam); 2. Mike Craig (Kaw); 3. Larry Ward (Suz); 4. Jeff Emig (Yam); 5. Buddy Antunez (Hon); 6. Cliff Palmer (KTM); 7. Jeromy Buehl (Yam); 8. Earl May (Yam); 9. David Gaylord (Kaw); 10. Mark Easley (Yam); 11. S. Andrew (Kaw); 12. Mark Musselman (KTM); 13. Todd DeHoop (Hon); 14. Mike Roth (Suz); 15. David Hand (Hon); 16. Mike Treadwell (Yam); 17. Scott Myers (Kaw); 18. Todd Downs (Yam); 19. Pete Malyj (Kaw); 20. Andy Grider (Suz); 21. Michael Moore (Yam); 22. Donald Baker (Hon); 23. Fernando Jose Macia (Hon); 24. D. Castillo (Suz); 25. J. Holley (Hon).
Time: 10:27.06

250 HEAT 3: 1. Jeremy McGrath (Hon); 2. Phil Lawrence (Suz); 3. Brian Swink (Suz); 4. Steve Lamson (Hon); 5. Denny Stephenson (Suz); 6. Ray Sommo (Yam); 7. Mike Jones (Suz); 8. Kurt McMillen (Yam); 9. Ty Davis (Kaw); 10. Fred Andrews (Yam); 11. Grayson Goodman (Hon); 12. Craig Noack (Kaw); 13. Travis Blackburn (Kaw); 14. Pat Barton (Suz); 15. Brian Carroll (Suz); 16. Craig Canoy (Yam); 17. Chris Ridgeway (Suz); 18. Mark Morris (Yam); 19. Kip Sandell (Yam); 20. Jean-Sebastien Roy (Suz); 21. Tom Welch (Yam); 22. Ray Crumb (Kaw); 23. Ross Johnston (Suz); 24. Guy Cooper (Suz); 25. Jason Sides (Hon).
Time: 10:32.21

250 SEMI 1: 1. Buehl; 2. Kehoe; 3. Ohkawara; 4. Vaillencourt; 5. Pederson; 6. McElroy; 7. Healey; 8. Boyesen; 9. Andrew; 10. Jackson; 11. Graves; 12. Steel; 13. Gaylord; 14. Richardson; 15. Hand; 16. Owens; 17. Reynolds; 18. Marshall; 19. Moore; 20. Malyj; 21. Glass; 22. Myers; 23. Peters; 24. Dickson; 25. Macia; 26. DeHoop; 27. Amaradio; 28. Holley; 29. Bennick; 30. Behrmann.
Time: 7:53.88

250 SEMI 2: 1. Palmer; 2. Andrews; 3. McMillen; 4. Jones; 5. Sommo; 6. Roy; 7. Carroll; 8. Davis; 9. Crumb; 10. Goodman; 11. Noack; 12. May; 13. Easley; 14. Canoy; 15. Blackburn; 16. Sandell; 17. Musselman; 18. Cooper; 19. Barton; 20. Ridgeway; 21. Morris; 22. Welch; 23. Treadwell; 24. Castillo; 25. Downs; 26. Baker; 27. Grider; 28. Johnston; 29. Sides; 30. Roth.
Time: 8:10.68

250 LCQ: 1. Healey; 2. Cooper; 3. Crumb; 4. Goodman; 5. Jackson; 6. Andrew; 7. Steel; 8. Marshall; 9. Noack; 10. Carroll; 11. Boyesen; 12. May; 13. Easley; 14. Graves; 15. Sandell; 16. Reynolds; 17. Canly; 18. Blackburn; 19. Musselman; 20. Gaylord; 21. Owens; 22. Hand; 23. Richardson; 24. Davis.
Time: 5:14.38

250 MAIN: 1. Mike Kiedrowski (Kaw); 2. Jeremy McGrath (Hon); 3. Damon Bradshaw (Yam); 4. Jeff Stanton (Hon); 5. Brian Swink (Suz); 6. Steve Lamson (Hon); 7. Michael Craig (Kaw); 8. Jeff Emig (Yam); 9. Phil Lawrence (Suz); 10. Shaun Kalos (Yam); 11. Jeromy Buehl (Yam); 12. Erik Kehoe (Hon); 13. Cliff Palmer (KTM); 14. Larry Ward (Suz); 15. Buddy Antunez (Hon); 16. Brian McElroy (Yam); 17. Ray Sommo (Yam); 18. Carl Vaillencourt (Suz); 19. John Dowd (Kaw); 20. Kohji Ohkawara (Yam); 21. Kurt McMillen (Yam); 22. Mike Healey (Suz); 23. Denny Stephenson (Suz); 24. Fred Andrews (Yam); 25. Jean-Sebastien (Suz); 26. Ross Pederson (Suz); 27. Mike Jones (Suz); 28. Ray Crumb (Kaw); 29. Guy Cooper (Suz); 30. Jeff Matiasevich (Suz).
Time: 27:16.06

AMA CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jeremy McGrath (174/4 wins); 2. Damon Bradshaw (161/2); 3. Mike Kiedrowski (160/1); 4. Jeff Stanton (152); 5. Michael Craig (104); 6. (TIE) Steve Lamson/Brian Swink (99); 8. Larry Ward (89); 9. (TIE) Mike LaRocco/Cliff Palmer (78); 11. Jeff Matiasevich (73); 12. Jeff Emig (59); 13. Guy Cooper (53); 14. Denny Stephenson (52); 15. (TIE) Erik Kehoe/Shaun Kalos (48); 17. Jeromy Buehl (46); 18. Phil Lawrence (35); 19. Larry Brooks (29); 20. Buddy Antunez (27).

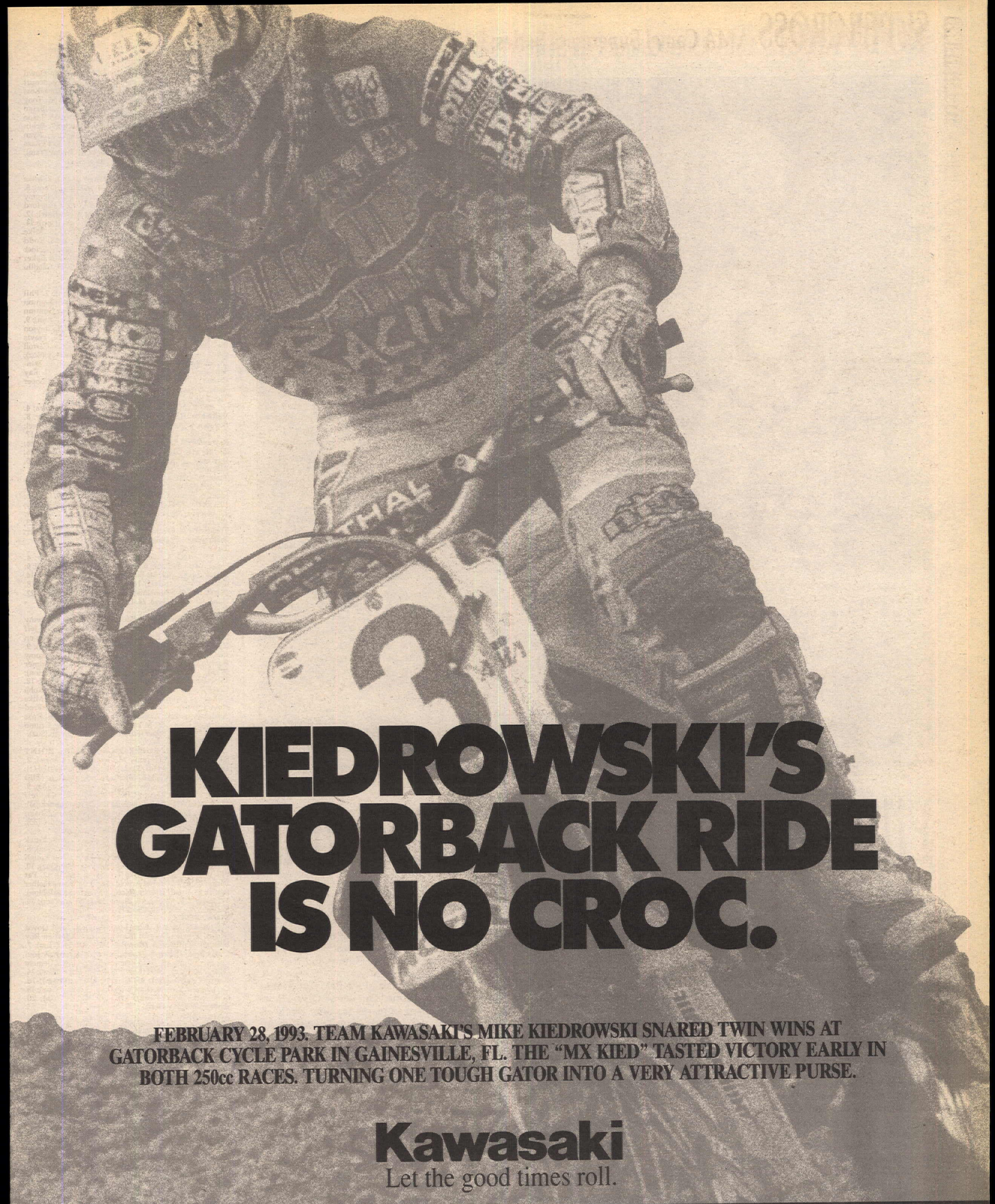
125 HEAT 1: 1. Doug Henry (Hon); 2. Davey Yezek (Kaw); 3. Jeff Curry (Kaw); 4. Barry Carsten (Suz); 5. Tim Ferry (Yam); 6. Jim Neese (Kaw); 7. Chad Lough (Suz); 8. Craig Noack (Kaw); 9. Shane Lawson (Suz); 10. Bill Wallin (Suz); 11. Mike Treadwell (Yam); 12. Pat Barton (Suz); 13. Manul Arnold (Kaw); 14. Shane Slother (Yam); 15. Junior Jackson (Hon); 16. James Eickel (Hon); 17. James Coy (Hon); 18. Shane Templeton (Yam); 19. Jeff Pestana (Hon); 20. Chad Pederson (Yam).
Time: 7:44.52

125 HEAT 2: 1. Ezra Lusk (Suz); 2. John Dowd (Kaw); 3. Brian Deegan (Kaw); 4. Jean-Sebastien Roy (Suz); 5. Scott Sheak (Kaw); 6. Mike Brown (Hon); 7. Chris Neal (Suz); 8. Jason Edwards (Hon); 9. Joel Dengler (Kaw); 10. Todd Bennick (Suz); 11. Jeff Dement (Yam); 12. Doug Stone (Kaw); 13. Jeff Yentzer (Kaw); 14. Kevin Crine (Hon); 15. Gurnee Carter (Yam); 16. Gregory Kreinbrook (Kaw); 17. Brad Lockhart (Suz); 18. Gaylon Dickson (Suz); 19. Matt Shue (Hon); 20. Anthony Paggio (Hon).
Time: 8:08.60

125 LCQ: 1. Dement; 2. Treadwell; 3. Eickel; 4. Bennick; 5. Barton; 6. Stone; 7. Crine; 8. Wallin; 9. Templeton; 10. Yentzer; 11. Slother; 12. Lockhart; 13. Gurnee; 14. Dickson; 15. Arnold; 16. Coy; 17. Pederson; 18. Jackson; 19. Kreinbrook; 20. Pestana; 21. Paggio; 22. Shue.
Time: 5:21.10

125 MAIN: 1. Doug Henry (Hon); 2. Ezra Lusk (Suz); 3. Tim Ferry (Yam); 4. Jeff Curry (Kaw); 5.Barry Carsten (Suz); 6. Jean-Sebastien Roy (Suz); 7. Jason Edwards (Hon); 8. Mike Brown (Hon); 9. Joel Dengler (Kaw); 10. Brian Deegan (Kaw); 11. Scott Sheak (Kaw); 12. Jimmy Eickel (Hon); 13. John Dowd (Kaw); 14. Craig Noack (Kaw); 15. Davey Yezek (Kaw); 16. Chad Lough (Suz); 17. Mike Treadwell (Yam); 18. Shane Lawson (Suz); 19. Todd Bennick (Suz); 20. Jim Neese (Kaw); 21. Chris Neal (Suz); 22. Jeff Dement (Yam).
Time: 20:43,60

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS: 1. Doug Henry (114/2 wins); 2. Ezra Lusk (105/1); 3. Chad Pederson (78/1); 4. Scott Sheak (59); 5. Jimmy Eickel (56); 6. Tim Ferry (49); 7. Davey Yezek (48); 8. Jeff Curry (46); 9. Jimmy Button (44); 10. Mike Brown (42); 11. Barry Carsten (32); 12. Joel Dengler (30); 13. Anthony Paggio (29); 14. (TIE) Junior Jackson/Jeff Dement (26); 16. Jason Edwards (24); 17. Brian Deegan (17); 18. (TIE) Chris Neal/Todd Bennick/Jean-Sebastien Roy (15).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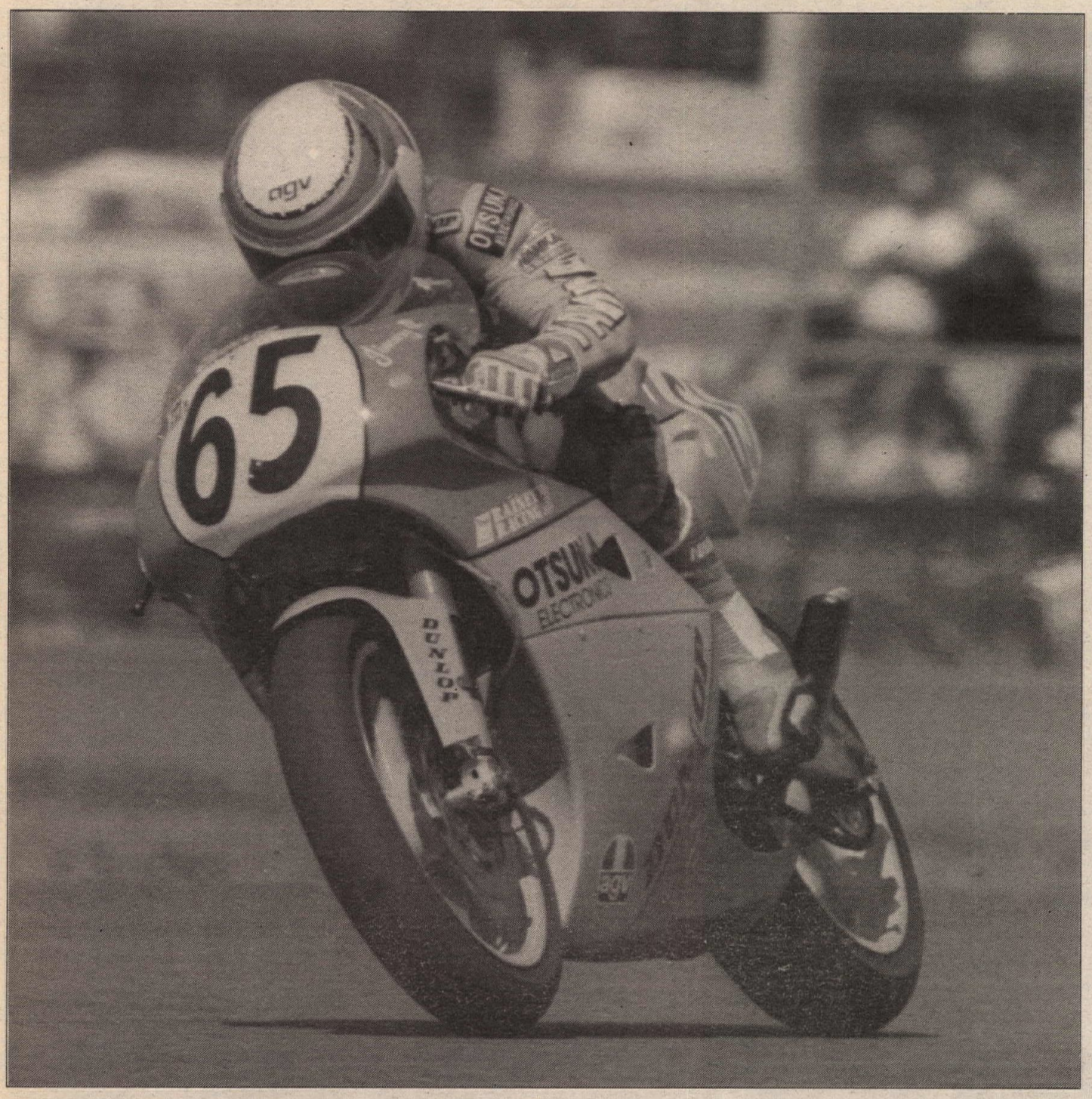
ROAD RACE AMA 250cc Grand Prix Series: Round 2



Despite a practice crash that left him with a sore ankle, Jimmy Filice was still able to win the International Lightweight final.

Filice rolls to Daytona 250cc win

By Henny Ray Abrams

DAYTONA, FL, MAR. 5

The 250cc Grand Prix Series is only two races old, but it looks like if you want to win the championship you're going to have to go through Otsuka Electronics/Wayne Rainey Racing's Jimmy Filice to do it.

After a slow start - while he adjusted to an ankle injury he suffered in a morning practice session crash - Yamaha-mounted Filice turned up the gas on the eighth of 18 laps to run away with the International Lightweight 100k, pulling away from Performance South Racing's Rich Oliver to win by 8.282 seconds in record-setting time on a bright, but gusty Friday afternoon at Daytona International Speedway. Venezuelan Luis Lavado was third on the Lucky Strike Yamaha with Canadian Jonathan Cornwell fourth on the Shoei/McBride's Cycle/Yamaha Genuine Parts/Dunlop/Morganbrae Farms-backed Yamaha.

Filice completed the 18-lap, 62-mile race in 35 minutes, 26.189 seconds at an average speed of 108.498 mph, also a record. For winning his second 250 GP in a row, Filice earned $6000 from the $30,000 purse. Oliver pocketed $3700 for second with Cornwell taking home $2750.

"You don't know how sweet this is," Filice said in victory lane. "This morning, when I threw it away, I thought 'What a novice move.' I'm a little more experienced than to do dumb things like that. We bounced back though."

After two of 11 races, Filice leads the championship with a perfect 70 points, 12 better than Southwest Motorsports' Danny Walker who has second with 58. Walker, who was never comfortable with his setup all weekend, finished fifth. His Southwest Motorsports teammate Chris D'Aluisio, sixth today, is third with 55.

From the drop of the green flag it was apparent to those watching, as well as those involved, that it was a two-rider race.

"Out of the first turn I was in third going into the horseshoe," D'Aluisio said. "Jimmy and Rich pulled me out of it. I didn't get out of it real good and those two started taking off. When Luis (Lavado) went by, it was 'See ya.' From then on I watched Jimmy and Rich go off in the distance."

The front part of the field settled into three sections. Out front Oliver and Filice changed places lap after lap, well ahead of Venezuelan Luis Lavado, third, alone, on the Lucky Strike Yamaha. Farther back, five riders - D'Aluisio, Cornwell, Walker, Andrew Trevitt, Michael Barnes - had the best race of the day for fourth.

Filice dropped his lap times into the 1:57's as he adjusted to the awkwardness of riding with a duff ankle. Early in the race he was taking wide, looping cornering lines, allowing Oliver to gain ground by sticking near the apex.

"I started going through the corners a lot better with a lot less throttle coming off the corners. Once I felt confident, I put my head down and put some good laps in," Filice said. The good laps were in the 1:56-range, lower than he'd qualified, and he split from Oliver as the race neared the halfway point.

"Jimmy looked a little sore and a little slower. He was running wide and turning in a little earlier. Once he got going he rode really well," Oliver said.

The margin was over five seconds after nine of 18 laps and it would increase, though Filice backed it down at the end.

"When I got up to the line, I was a little more nervous than I usually am," Filice said, surrounded by his crew in the winner's circle "I just took my time until I really got going good, and I let my tires get heated up. Rich got by me a couple times, but I really put my head down and I pushed it hard.

"Wayne Rainey hired me to win races and we've won two. We need to win some more and win the championship," he added.

Like Filice, Oliver had his position well in hand, holding over 13 seconds on Lavado on the 10th lap despite saying he felt "rusty" from not having ridden much this year.

"He really took off on me when he kicked in the after-burners in the middle of the race," Oliver said. "I tried to hang on, but I just need to get quicker. Basically, he goes into the corners with a lot more speed than I do. It's part bike setup, but it's the way he's always ridden. It was a great lesson for me."

The battle for fourth lost one of its group when Woody Kyle Racing's Michael Barnes was slowed by an overheating engine with about five laps to go.

"The temperature came up and it started losing top end power," Barnes said, though he was able to hold onto eighth by using the draft on the final lap out of the chicane.

The riders fighting for fourth jostled and bumped all the way to the final lap, each having a strategy to take advantage of the chicane and draft. Cornwell's was the best -get through the chicane first and break away - and he pulled it off with precision to take fourth.

"I got through the chicane better than anybody," Cornwell, who had briefly broken away from the fight for fourth at mid-point said. "I'm just really happy to finish fourth."

The fight for fifth was between the Southwest Motorsports teammates, the pair giving each other no quarter and fighting to the end. Though Walker was in fifth for most of the last three laps, his margin at the finish line was only about 15 feet.

"I never got the motor going," Walker, who has struggled all season with his setup, said. "I had problems shifting from fourth to fifth all week. Sure enough, I was so concentrated on getting out of the wind coming out of the chicane I missed a shift."

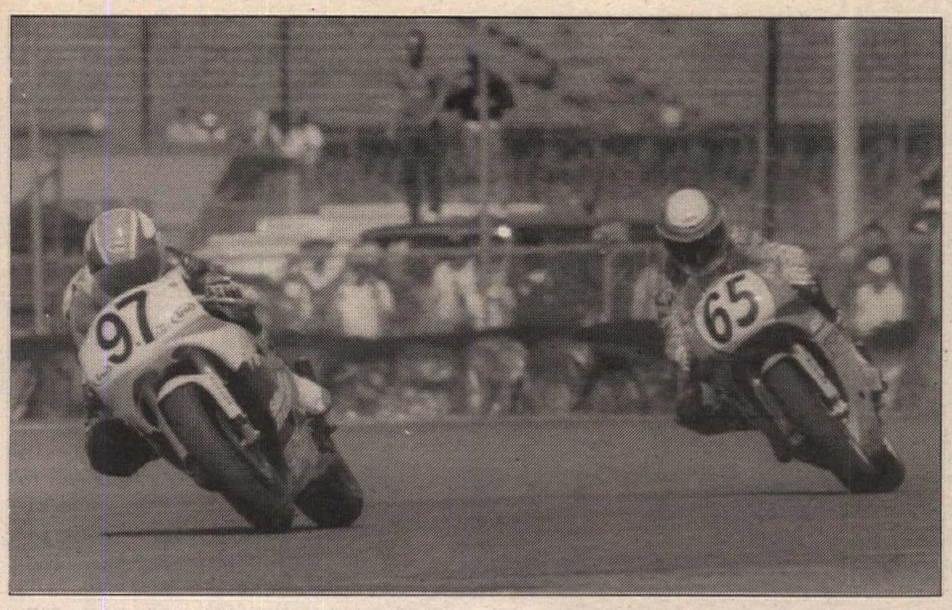
Like Walker, D'Aluisio found that his machine settings were a little off.

"We had no pull off the corners," sixth-place finisher D'Aluisio said. "I was losing time, especially in the first horseshoe. I couldn't go in deep and flick it in. I couldn't get the tire hot enough." Crew chief Bruce Maus felt they were "reasonably close, but we could've missed on the jetting and gearing. It's never one thing, it's always a conglomeration of how all the pieces work together."

Andrew Trevitt, part of the gang of four contesting fourth, finished at the back of that pack, a lapped rider getting in his way on the last lap when he was making a move on D'Aluisio. CN

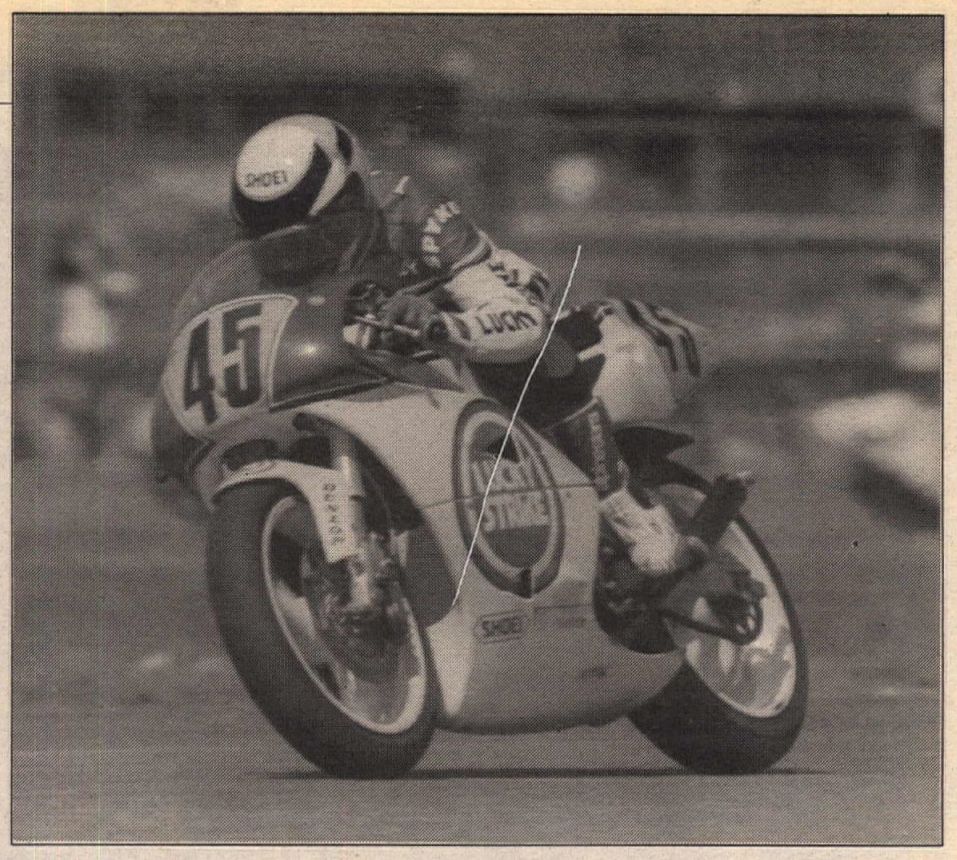
Results

250 INTERNATIONAL L/W 100: 1. Jim Filice (Yam); 2. Rich Oliver (Yam); 3. Luis Lavado (Yam); 4. Jon Cornwell (Yam); 5. Danny Walker (Yam); 6. Chris D'Aluisio (Yam); 7. Andrew Trevitt (Yam); 8. Michael Barnes (Yam); 9. R. Laconi (Hon); 10. Jimmy Mosley (Yam); 11. William Himmelsbach (Yam); 12. Bruce Baldus (Yam); 13. Jose Rodriguez (Yam); 14. Marcello del Guidice (Yam); 15. Mike Sullivan (Yam); 16. Miguel



Early in the race Rich Oliver (97) led Jimmy Filice (65), but Filice ran him down.

Danny Walker (4), Chris D'Aluisio (2), Andrew Trevitt (40) and Jon Cornwell (49).



Venezuelan Luis Lavado rode to a lonely third-place finish in the 250cc final.

(From left to right) Luis Lavado, Jimmy Filice and Rich Oliver in Victory Lane.

Gonzalez (Apr); 17. Mark Foster (Yam); 18. Greg Esser (Yam); 19. Rebuttini Christy (Hon); 20. Chris Taylor (Yam); 21. Todd Harrington (Hon); 22. Matthew Winnacker (Yam); 23. Eduardo Aleman (Yam); 24. Brad Lowe (Yam); 25. John France (Hon); 26. Timothy O'Connor (Yam); 27. David Avery (Yam); 28. Christopher Stefanik (Yam); 29. Chuck Sorenson (Yam); 30. Chip Terrell (Hon); 31. Andy Edwards (Yam); 32. Phil Sommerard (Yam); 33. George Oiegar (Yam); 34. William Quinn (Yam); 35. Doug Carmichael (Hon); 36. Gordon MacKay (Yam); 37. Knupe Jurgen (Yam); 38. Rick Tripodi (Apr); 39. Drew Lincoln (Yam); 40. Al Charles (Hon); 41. Takahiro Mori (Hon); 42. Charles MacKay (Hon).

Time: 35 min., 26.189 sec.
Distance: 18 laps, 57.5 miles.
Average Speed: 108.498 mph.
Margin of Victory: 8.282 sec.
250 GP CHAMPIONSHIP POINT STANDINGS: 1. Jimmy Filice (70/2 wins); 2. Danny Walker (58); 3. Chris D'Aluisio (55); 4. (TIE) Bruce Baldus/Michael Barnes (44); 6. Mike Sullivan (39); 7. Rich Oliver (32); 8. (TIE) Jon Cornwell/Nick Ienatsch (28); 10. Chris Taylor (27); 11. Takahiro Mori (26); 12. (TIE) Andrew Trevitt/Doug Carmichael (24); 14. Todd Harrington (23); 15. (TIE) Regis Laconi/Peter Wensloff (22); 17. Jimmy Mosley (21); 18. (TIE) William Himmelsbach/William Quinn (20).

Filice breaks qualifying mark

Wayne Rainey Racing/Otsuka Electronics Jimmy Filice set a new qualifying record for the Daytona 250cc Grand Prix race despite a gusting wind that made finding the right race setup extremely difficult.

Filice's lap of one-minute, 57.031 seconds (109.509 mph) bettered the mark of 1:57.189 seconds set by Rich Oliver last year.

"I think the wind's an advantage for me," Filice said, noting that because of his diminutive stature he could better hide behind the fairing. "I'm getting into the infield real good. The bike's running real good and we're back to the Phoenix setup. Basically, we made no changes except for putting Ohlins front forks on. That helped a lot. It's so much smoother into the chicane and much more plush."

For the International Lightweight 100k, Filice said the team planned few changes. "We ran the race setup in practice and it was just as fast at the end as it was at the start. We ran out tires the race distance and at the end they were still there."

The pace, Filice said, would be laps of 1:57, which he said he could run "consistently, and I think we could get down in the '56s. The wind was the problem today.

"I've got a lot of confidence right now," Filice said, and it was understandable: His time was .735 seconds faster than second placed Chris D'Aluisio of the Southwest Motorsports team.

"We tried a lot of stuff trying to find the right setup and we didn't really find it," D'Aluisio said. "Jimmy did his time right off and the wind got worse. It's not going around the horseshoes real well and it's pushing the front end." The problem was so severe that D'Aluisio went off the track exiting the chicane and nearly crashed.

"In the second part of the chicane the front end tucked under and I went straight off into the grass. I had it in there, I was leaned over when it started to go, I stood it up, hit the gas and roosted through the grass," D'Aulisio explained. "It was actually kind of fun."

What wasn't fun for the Connecticut rider was the wind. "It would only pull sixth on the straight if you came up on someone. When you came around them it was like hitting a wall," he said.

Between qualifying and the race, D'Aluisio said there was work to be done, but that the team had a "real good handle on the things we have to do."

Third fastest was last year's pole-sitter, Performance South Racing's Rich Oliver, the Fresno, California rider making his first appearance of the season, but not without incident.

"We weren't quite ready and we decided not go out there (Phoenix) rushed and half-prepared. We decided to start here, fully-prepared," Oliver said after clocking a time of 1:57.789.

"It feels good, in our first race, to qualify third. It was so windy out there I got blown over in the infield and I crashed. It was in turn six, going out on the back (west) banking. It was like my third or fourth lap. It was really strange, I was just cruising along and all of a sudden, bam, I was sliding on my butt," Oliver said.

Filling out the front row was fourth fastest Luis Lavado,the Lucky Strike-backed Venezuelan turning a lap of 1:58.309.

On the pole for the second row was D'Aluisio's Southwest Motorsports teammate Danny Walker, the Texan disappointed with his showing here after struggling at the opening race in Phoenix.

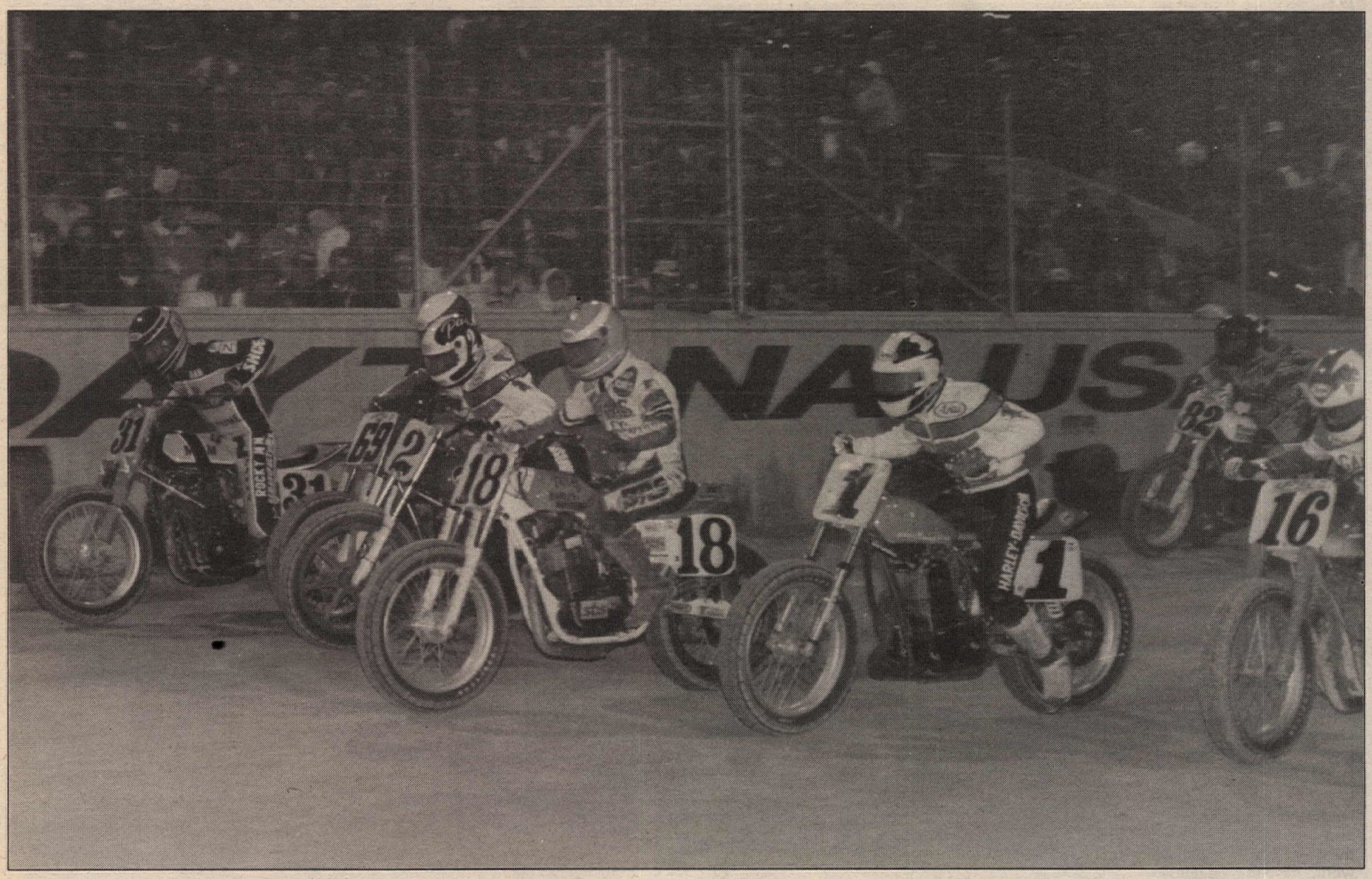
"I'm still fighting my bike," Walker, who would later team with Chris Taylor to finish second in the 60-minute GTU race, said. "We haven't figured out what it is. We've got no drive off the corners at all. It got a little better when we put a new ignition on. Tonight we'll talk about it, think about, and see what we come up with."

Sixth-fastest Jonathan Cornwell was also searching for answers. The Canadian had little experience with his new 1993 Yamaha TZ250 and was also fighting the wind.

"We're struggling. We're trying to get our times down and at the end of the session I just went for it. For a larger guy, this place really hurts you," Cornwell said, adding that he was too exposed to the wind. "For me the setup was all wrong and I finally went back to where I was when I got here. I put gas in it and it went great," the McBride's Cycle Rider Club/Shoei/Yamaha Genuine Parts/Dunlop/Morganbrae Farms-backed rider said.

Cornwell's fellow Canadian Andrew Trevitt and Southwest Motorsports' Chris Taylor filled out the second row.

DIRT TRACK AMA Grand National Championship Series: Round 1



Dan Ingram (31), Roger Durkee (69), Scott Parker (2), Terry Poovey (18), Chris Carr (1) and Ronnie Jones (16) sat on the front row at the start of the main. Ingram led every lap.

Series opener to Ingram

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 6

It was a privateer dirt tracker's night at the season-opening Daytona Short Track, as former-Honda factory riders Dan Ingram and Terry Poovey, joined by part-time racer Rich King, swept the top three positions at the Grand National Championship Series-opener at Municipal Stadium on Saturday night of Camel Motorcycle Week.

But what about defending Grand National Champion Chris Carr and his factory Harley-Davidson teammate, four-time champ Scott Parker? Along with many others, they struggled to find traction on the damp and slippery crushed limestone track.

A drastic change in track preparation caught many riders off guard, as most had expected the quarter-mile track that circles a football field to be hard and dry with a thin black groove as it had been at the races, Thursday's Regional and Friday's 600 National, run there the previous two nights.

"I didn't like the racing that I saw earlier in the week," said Daytona's Jim France. "There was hardly any passing and I wanted to give the crowd a better show than that, so I told my crew to make it into a cushion track that had more lines."

A full nine truck loads of water were dumped on the track and at 3:00 p.m. - the time when practice was originally scheduled to start - the oval was practically underwater. An extensive wheel packing session followed, and an open practice session was run at 6:45 p.m., nearly four hours late. When the riders took to the muddy track, many were disgruntled, most notably Carr.

"We came to Daytona early to race for what is basically expense money at the Regional and 600cc National in order to prepare for tonight's important race," said Carr. "It doesn't make sense. They decided to change it and pulled the rug right out from under us."

Carr described the track as "greasy," and predicted that it would be the riders with Knight frames that would excel. Carr guessed that it would be Ingram, Poovey and Will Davis who would lead the pack.

And had Carr bet on his guesses, he would have left Daytona a richer man, thanks to his win and place picks.

From the flash of the starting light, Ingram and Poovey led the way and pulled away from the field. Behind them, a frantic battle for third developed and thrilled the near-capacity crowd of 9852 spectators with a multitude of wild passes. King got the best of that race, while Carr adapted fairly well and turned in a fifth-place finish behind Lundgren Motorsports' Roger Durkee. Parker floundered on the track and finished 12th.

For Ingram, it was his third-career Grand National win, and the second time that the racer from Indiana has won the season-opener at Daytona.

"This track has been real good to me," said M&M Racing/Budweiser of Daytona/Shoei/Hondaline/Rocky Mountain Remanufacturing-sponsored Ingram, who piloted a Mike Moor-tuned Honda XR600. "I came to Daytona looking for a win and I got it. Once I got out front, I just stayed on the low line where the traction was."

Poovey was delighted to finish second, as it was the nine-time National winner's first visit to a Grand National's winner's circle since he finished second at the fall running of the Springfield Mile in 1989.

"I can't even remember the last time I was on the box," said Texan Poovey, before thanking Texas Harley-Davidson, Budweiser of Daytona, Bell, Sakaida Trucking, Tsubaki, Hap Jones and his tuner, brother Ted Poovey. "I had basically the same lines as Danny, but I would've needed him to make a big mistake to get past."

For Waterloo, Iowa's King, third marked his best-ever finish at a Grand National, and the Wessely Engines/H-D of Waterloo/JJ Cycle/Shoei/Nichol's MC Supply/Pro Sport/Motion Pro-sponsored racer was quite pleased with his performance aboard his self-tuned Rotax.

"I can't describe how it feels," said King. "My dad, Richard, came down here on vacation to help me. We didn't expect this."

For his win at the Camel-sponsored event, Ingram earned $4000 of the $30,000 purse, while Poovey and King took home $2750 and $1500, respectively.

But what about Carr's other pick, Will Davis? Davis suffered a poor start in the main and finished ninth, but the Mother Fletcher's/Fun Products/Bell/KK/Motion Pro/SBS/A&R Racing/Dennis Town-backed rider sprinted to the win in the $10,000 Camel Challenge dash-for-cash race and bagged the $5000 winner's check.

"I may have finished ninth, but I'm still happy," said Davis. "I tried to use the same lines in the main that I won the Challenge with, but they just didn't work."

Time Trials

Ninety-six riders took time trial laps, each hoping to be one of the 60 riders that would make the cut into the evening's program. Sliding around the track fastest was Ingram, with a lap at

19.877 seconds, well off the track record of 17.891 set by Carr last year.

Davis was second-fastest, just a tick back at 19.984, and Bell/O'Neal/Maxima/BBRP/Smith-sponsored Don Wilson qualified for his first-ever Camel Challenge by cutting a 20.100, third quickest time of the evening.

"I can't believe it," said an emotional Wilson, who had made the long trek to Daytona from his home in Kent, Washington. "All the years of trying have finally paid off."

Qualifying fourth was veteran Ronnie Jones aboard the Garvis Honda. Jones circled the track in 20.235 seconds. Kevin Atherton raced the Texas Harley-Davidson/Sponseller Racing machine and turned in a 20.238, while Poovey rounded out the top six qualifiers who would compete in the Camel Challenge with his 20.308 hot lap.

Heats

Six 10-lap heat races that each offered two direct transfer positions were run, and each heat consisted of 10 riders.

Fast-qualifier Ingram led every lap of the opening heat, with King holding down second for the duration. At the finish, Ingram enjoyed a full straight-away lead over King, who in turn led veterans Jay Springsteen and Steve Morehead by a comfortable margin. Ingram and King headed for the main, Springsteen and Morehead readied themselves for one of the four 10-lap semis.

Durkee surprised the crowd by grabbing the holeshot in the second heat and leading Davis for the entire 10 laps. Davis closed at one point, but eventually drifted back and finished five-bike lengths behind Durkee. Robert Lewis and Les Washbon finished a distant third and fourth, and along with the rest would have to try again.

The third heat saw Parker keep the start-to-finish pattern going, as he left road racer John Cornwell behind to fend off the charges of Wilson and Kenton Longcor. Cornwell held on for second and a ticket to the main.

Ted Taylor was a little too anxious in heat four and was sent to the penalty line after jumping the gun. Graham grabbed the holeshot ahead of Chance Darling, Kris Kiser, Jones and Mickey Fay. Jones wasted little time and motored into the lead within two laps, with Fay just a hair behind in second after starting poorly, Rusty Rogers raced into a close third, but came up short in his charge to overtake Fay. Graham faded to fourth at the flag and would ride a semi.

Wink Freitas led Carr in the early stages of heat five, but couldn't withstand the pressure and dropped well off the pace. Davey Camlin came out of nowhere to zoom into second and onto Carr's rear fender. Camlin applied tremendous pressure to Carr, but ran out of time. Former Daytona Short Track winner Steve Aseltine and Atherton finished well behind in third and fourth.

John Powell Performance's Tommy Colson led Poovey at the start of the final heat race, but there was no denying Poovey the win. Just before the halfway point, Poovey blasted past Colson and pulled away with an easy win. Colson held on for second ahead of James Hart and Robert Brown.

Semis

Springsteen looked well on his way to winning the first semi and earning the sole transfer position, but Morehead came blasting through the field up high on the race track and took over the lead before Springsteen even saw him coming. Springsteen tried to retaliate, but came up just inches short and would be a spectator for the rest of the evening.

Dan Ingram grabbed the holeshot from the outside pole and stuck to the low inside line to earn his third Grand National win.

Lewis led the first two laps of semi two, but was no match for a hard-charging Brow. Jason Fletcher also worked his way past, and began to push Brow in the closing stages. Fletcher came close, but Brow held on for a third-row starting position in the feature.

Ted Taylor passed Hart on the second lap of the third semi and was never again contested for the lead. Atherton motored into third behind Taylor and Hart, but high-sided in turn four on the fifth lap and put an end to his chances. Taylor went on to win over Hart and Andy Tresser.

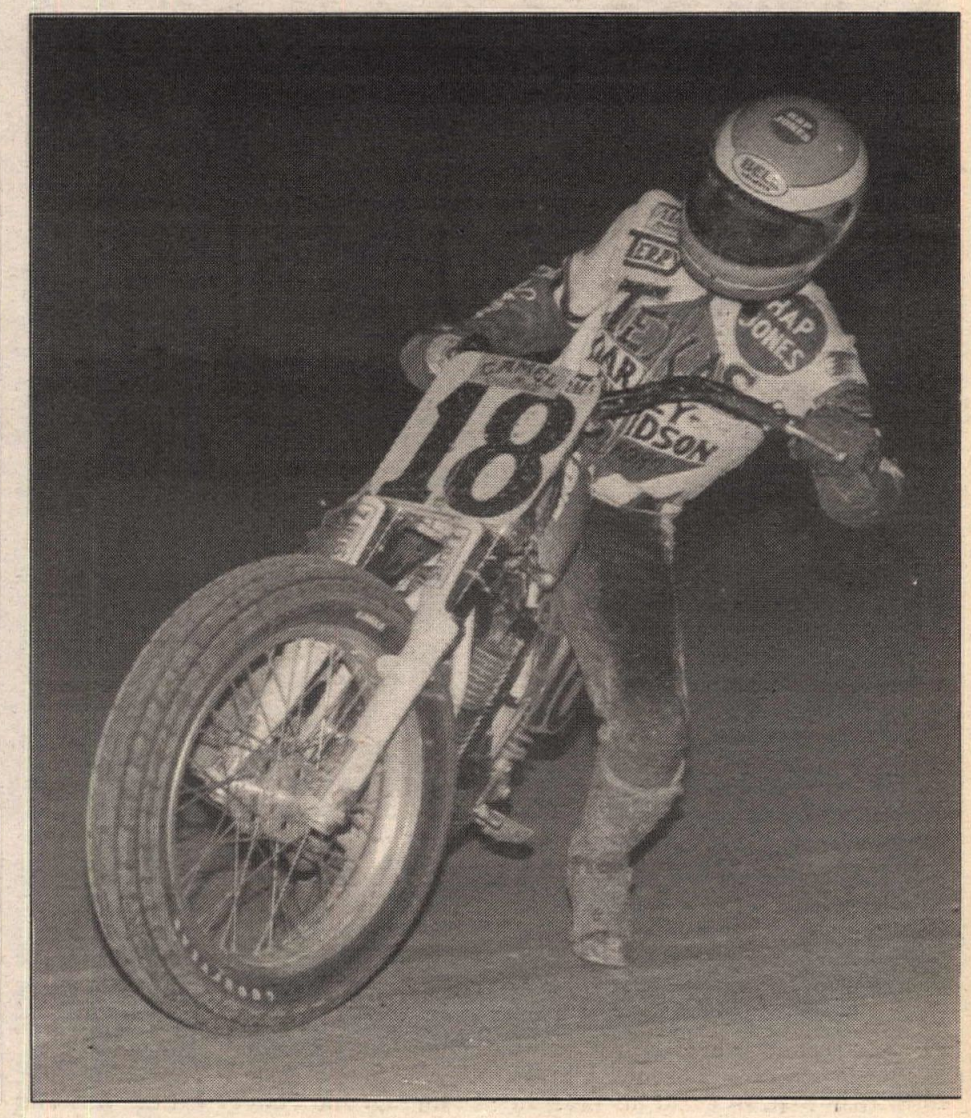
Graham fought off the pass attempts of Aseltine to earn the final spot in the main event by winning the fourth semi. Aseltine came from well off the pace to challenge Graham, and lost out in a photo finish.

Camel Challenge

Ingram chose to start the first Camel Challenge of 1993 on the inside pole, with Jones, Poovey, Atherton, Wilson and Davis to his right. Daytona marked the first of 10 series events that will feature the $10,000 sprint race, and was also one of the 12 events that the R.J. Reynolds Tobbacco Co.will sponsor under the banner of its Camel brand. Camel had sponsored the entire series for many years and particularly missed by the competitors is the $200,000 rider point fund that had been divided among the top 10 riders in the past. Starting in 1974 with a modest payout of $15,000, Camel's point fund and purse awards over the years topped the $4 million mark last year.

Ingram's choice to start the race on

Terry Poovey shadowed Ingram and finished a close second, only inches behind.



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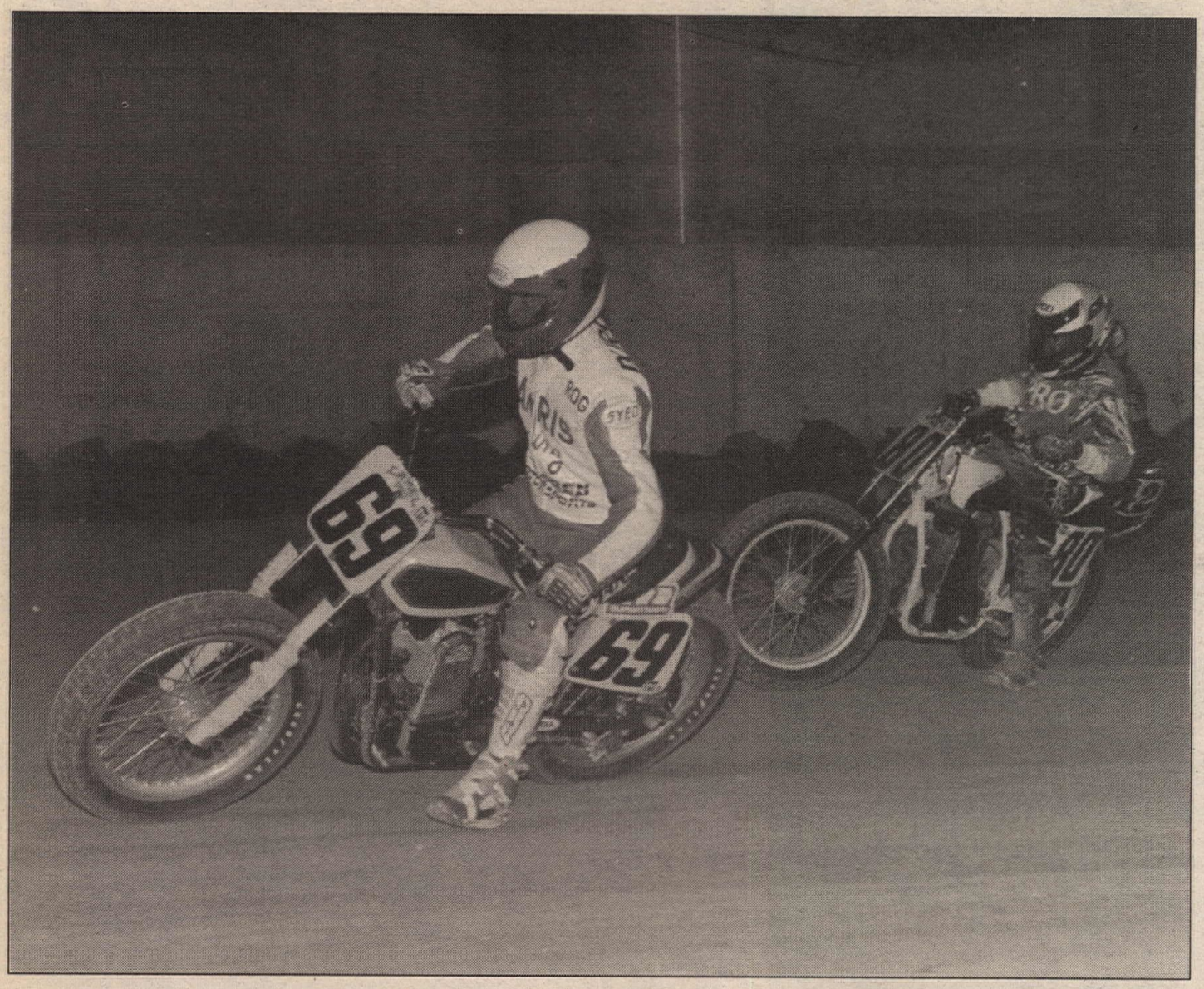
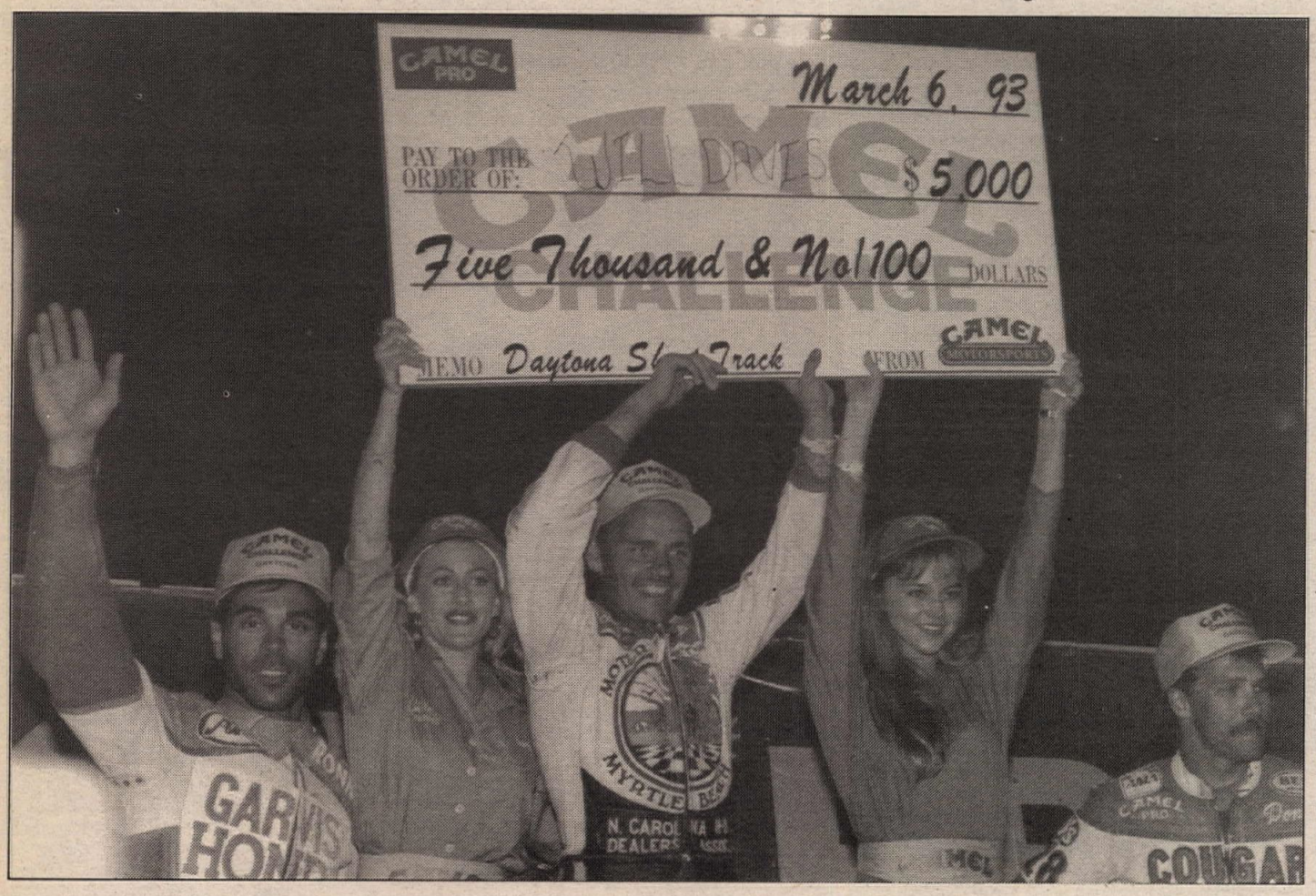


Roger Durkee (69) turned in his best-ever Grand National finish, fourth, while Rich King (80) did the same by finishing third.

(Left to right) Ronnie Jones, winner Will Davis and Don Wilson following the $10,000 Camel Challenge.



the inside pole worked against him, as outside pole-sitter Davis ripped into the lead. Ingram was a close second, with Wilson, Jones, Poovey and Atherton in tow. Wilson became the first rider to make a move by powering past Ingram as they raced out of two, and gained a bit of breathing room when Ingram coasted to a stop in the next turn.

A loose spark plug wire was found to be the culprit, and Ingram was credited with last place.

Davis established a 10-bike length lead over Wilson at the finish, while Jones, Poovey and Atherton followed evenly spaced.

"I worked my butt off all winter after I got hurt at Indy last year," said Davis. "I had another setback when I was in a car accident, but here I am racing as hard as ever. You definitely need a good start to win on this track. I hope I get a good one in the main also."

National

Fast-heat winner Ingram learned from his Camel Challenge experience, and this time chose to start on the outside pole. Durkee, Parker, Poovey, Carr and Jones filled out the front row.

Ingram found the most traction at the start and towed Poovey, Durkee, King and Carr through turn one. Parker spun his rear wheel on the line and began lap one in seventh behind Morehead, who had gotten a tremendous drive from the third row.

Ingram and Poovey both stuck to the conservative low line and began to open an immediate lead.

"I ran her in down low where the moist dirt was," said Ingram. "I heard Terry back there but I just made sure I didn't leave room on the inside."

Meanwhile, the rest of the pack rode high, low, and everywhere in between while jockeying for position.

A pack consisting of Durkee, Jones, King, Morehead and Carr argued over third, while a few bike lengths back followed Cornwell alone in eighth.

"I came down here just to have a good time," said Cornwell. The versatile Canadian Cornwell had finished fourth in the 250cc Grand Prix road race at the Speedway the day before. "I haven't ridden a dirt tracker in over a year, and I was surprised that it came back to me so fast.,"

Fay, Davis, Brow and Graham raced for ninth quite some distance back.

"I couldn't run the same lines that I did in the challenge," said Davis. "There were so many people all around you, that you had to just go where there was room."

By the 10th lap, Ingram had opened up a small cushion over Poovey and Jones had gained control of third. King and Morehead chased after Jones, and managed to get away from Durkee and Carr.

"Danny got away a little bit because I made a few small mistakes," said Poovey. "I wasn't tired at all, and I was able to cut a few hot laps and close back in."

The running order remained basically the same until lap 17, when Jones suffered a flat rear tire and pulled off the track.

"After the challenge, I asked my tuner George (Garvis) to take some air out of the tires because I thought I'd hook up better," said Jones. "I guess it was the wrong call. The tire was just too soft and couldn't hold up to the beating."

With Jones' demise, King inherited third but had a hard-charging Morehead to contend with.

"There were a lot more racing lines to choose from," said King. "I just tried to stay smooth and pick the same lines I thought Morehead was using."

Up front, Poovey continued to hound Ingram, and at one point pulled alongside him as they raced down the front straight.

"I was running down so low that my own front tire was throwing mud onto my faceshield," said Ingram. "I reached to pull a tearoff and the bike wheelied out of four."

Poovey tried, but came up short and was forced to settle for second, just a few feet behind Ingram. King held on for a comfortable third when Morehead crashed out of contention on the final lap.

"I rode the whole race up high, but I tried to go down low on the last lap," said Morehead. "I gave it a little too much gas and threw it all away."

Durkee was glad to motor past the downed Morehead and finish fourth, posting the best National finish of his career. Carr was fifth, and Cornwell, Brow, Camlin, Davis and Graham completed the top 10 finishers.

"I stayed on the bottom of the track through most of the night, but there

were a few times when I had to go up to the middle," said an elated Durkee, who lists his sponsors as Bob Harris, Bell, Lundgren Motorsports, Bob Harris and AXO Sport. "Now it's time to celebrate."

"The cushion got blown out," said Carr. "My bike just didn't work down low, so I had to ride it high and try to square the turns off. It was still like walking on a wet bar of soap."

After starting seventh, Parker faded to 12th at the finish, but was in a jovial mood after the race.

"I felt like a fish out of water," said Parker. "But that's nothing new down here. I had problems in the apex of the corners, the same problem I always have. But I'm a happy camper, we're heading for my kinds of tracks pretty soon." CN

Results

TIME TRIALS: 1. Dan Ingram (18.877 seconds); 2. Will Davis (19.984); 3. Don Wilson (20.1); 4. Ronnie Jones (20.235); 5. Kevin Atherton (20.238); 6. Terry Poovey (20.308); 7. Ronnie Brown (20.312); 8. Chris Carr (20.359); 9. George Garvis Jr. (20.375); 10. Kenton Longkor (20.380); 11. Robert Lewis (20.388); 12. Rich King (20.421); 13. Steve Morehead (20.432); 14. Roger Durkee (20.501); 15. Erik Graybeal (20.453); 16. Rusty Rogers (20.564); 17. Wink Freitas (20.568); 18. Tommy colson (20.585); 19. Bret Beyer (20.609); 20. Steve Aseltine (20.612); 21. Ricky Graham (20.617); 22. Jon Cornwell (20.619); 23. Garth Brow (20.621); 24. Jay Springsteen (20.632); 25. Harold Dorsey (20.643); 26. Les Washbon (20.646); 27. Scott Parker (20.670); 28. Ted Taylor (20.867); 29. Davey Camlin (20.692); 30. George Roeder II (20.706); 31. John Parker (20.707); 32. Andy Tresser (20.711); 33. Chance Darling (20.728); 34. Mike Hale (20.761); 35. Randy Roose (20.794); 36. Jason Fletcher (20.800); 37. Brett Landes (20.802); 38. Brian Tillson (20.806); 39. William Adams (20.835); 40. Mickey Fay (20.847); 41. Mike Dillon (20.884); 42. Bryan Villella (20.892); 43. James Hart (20.911); 44. Martin Lavoie (20.918); 45. Kyle Long (918); 46. Jeff Annen (20.946); 47. Ian Segedy (20.948); 48. Clinton Vahscholtz (20.949); 49. David Lloyd (20.953); 50. Greg Teague (20.957); 51. Kevin Varnes (20.957); 52. Bill Newkirk (20.960); 53. Mark Larive (20.973); 54. Chris Evans (20.977); 55. Geoff Clark (20.983); 56. Doug O'Boyle (20.985); 57. Eric o'Boyle (20.999); 58. Ty Howard (21.021); 59. Ben Bostrom (21.036); 60. Conrad Parshall (21.051).

HEAT 1: 1. Dan Ingram (Hon); 2. Rich King (Rtx); 3. Jay Springsteen (H-D); 4. Steve Morehead (Rtx); 5. Jason Fletcher (Rtx); 6. Harold Dorsey (Rtx); 7. Clint Vahscholtz (W-R); 8. Conrad Parshall (Rtx); 9. Brett Landes (Rtx); 10. David Lloyd (Rtx).
Time: 3 minutes, 20.92 seconds.

HEAT 2: 1. Roger Durkee (Rtx); 2. Will Davis (C-A); 3. Robert Lewis (Rtx); 4. Les Washbon (W-R); 5. Brian Rillson (Rtx); 6. Garth Brow (Rtx); 7. Ian Segedy (Rtx); 8. Randy Roose (Rtx); 9. Greg Teague (Rtx); 10. Ben Bostrom (Rtx).
Time: 3:24.80.

Heat 3: 1. Scott Parker (H-D); 2. John Cornwell (W-R); 3. Don Wilson (Rtx); 4. Kenton Longcor (Rtx); 5. Kevin Varnes (Rtx); 6. Erik Graybeal (W-R); 7. William Adams (Rtx); 8. Jeff Annen (ATK); 9. Mike Hale (W-R); 10. Ty Howard (Rtx).
Time: 3:27.07.

HEAT 4: 1. Ronnie Jones (Hon); 2. Mickey Fay (Rtx); 3. Rusty Rogers (Rtx); 4. Ricky Graham (Rtx); 5. Chance Darling (Rtx); 6. Ted Taylor (Yam); 7. George Garvis Jr. (Hon); 8. Bill Newkirk (Hon); 9. Eric O'Boyle (Rtx); 10. Kyle Long (Rtx).
Time: 3:28.85.

HEAT 5: 1. Chris Carr (H-D); 2. Davey Camlin (H-D); 3. Steve Aseltine (Rtx); 4. Kevin Atherton (Rtx); 5. Andy Tresser (Rtx); 6. Doug O'Boyle (Rtx); 7. Wink Freitas (W-R); 8. Mike Dillon (W-R); 9. Martin Lavoie (Rtx); 10. Mark Larive (Rtx).
Time: 3:27.32.

HEAT 6: 1. Terry poovey (Rtx); 2. Tommy Colson (Rtx); 3. James Hart (W-R); 4. Ronald Brown (W-R); 5. Chris Evans (Rtx); 6. Bryan Villella (Rtx); 7. Bret Beyer (Rtx); 8. John Parker (Rtx); 9. Geoff Clark (Rtx); 10. George Roeder II (H-D).
Time: 3:27.10.

SEMI 1: 1. Morehead; 2. Springsteen; 3. Tillson; 4. Varnes; 5. Graybeal; 6. Washbon; 7. Hale; 8. Parshall; 9. Vahscholtz; 10. Roose; 11. Teague; 12. Howard.
Time: 2:45.50.

SEMI 2: 1. Brow; 2. Fletcher; 3. Lewis; 4. Wilson; 5. Dorsey; 6. Longcor; 7. Segedy; 8. Landes; 9. Adams; 10. Lloyd; 11. Annen; 12. Bostrom.
Time: 4:25.83.

SEMI 3: 1. Taylor; 2. Hart; 3. Tresser; 4. Brown; 5. Parker; 6. Darling; 7. Beyer; 8. Dillon; 9. O'Boyle; 10. Lavoie; 11. Atherton; 12. Long.
Time: 2:47.34.

Semi 4: 1. Graham; 2. Aseltine; 3. Evans; 4. Rogers; 5. Roeder; 6. O'Boyle; 7. Freitas; 8. Garvis; 9. Clark; 10. Villella; 11. Larive; 12. Newkirk.
Time: 2:48.84.

CAMEL CHALLENGE: 1. Will Davis (C-A); 2. Don Wilson (Rtx); 3. Ronnie jones (Hon); 4. Terry Poovey (Rtx); 5. Kevin Atherton (Rtx); 6. Dan Ingram (Hon).
Time: 1:44.21.

25-LAP MAIN EVENT: 1. Dan Ingram (Hon); 2. Terry Poovey (Rtx); 3. Rich King (Rtx); 4. Roger Durkee (Rtx); 5. Chris Carr (H-D); 6. John Cornwell (W-R); 7. Garth Brow (Rtx); 8. Davey Camlin (H-D); 9. Will Davis (C-A); 10. Ricky Graham (Rtx); 11. Mickey Fay (Rtx); 12. Scott Parker (H-D); 13. Steve Morehead (Rtx); 14. Tommy Colson (Rtx); 15. Ted Taylor (Yam); 16. Ronnie Jones (Hon).
Time: 8:33.45.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Dan Ingram (20/1 win); 2. Terry Poovey (16); 3. Rich King (13); 4. Roger Durkee (11); 5. Chris Carr (10); 6. John Cornwell (9); 7. Garth Brow (8); 8. Davey Camlin (7); 9. Will Davis (6); 10. Ricky Graham (5); 11. Mickey Fay (4); 12. Scott Parker (3); 13. Steve Morehead (2); 14. Tommy Colson (1); 15. Ted Taylor (1); 16. Ronnie Jones (1).

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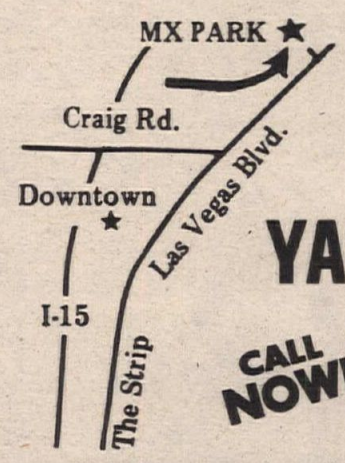

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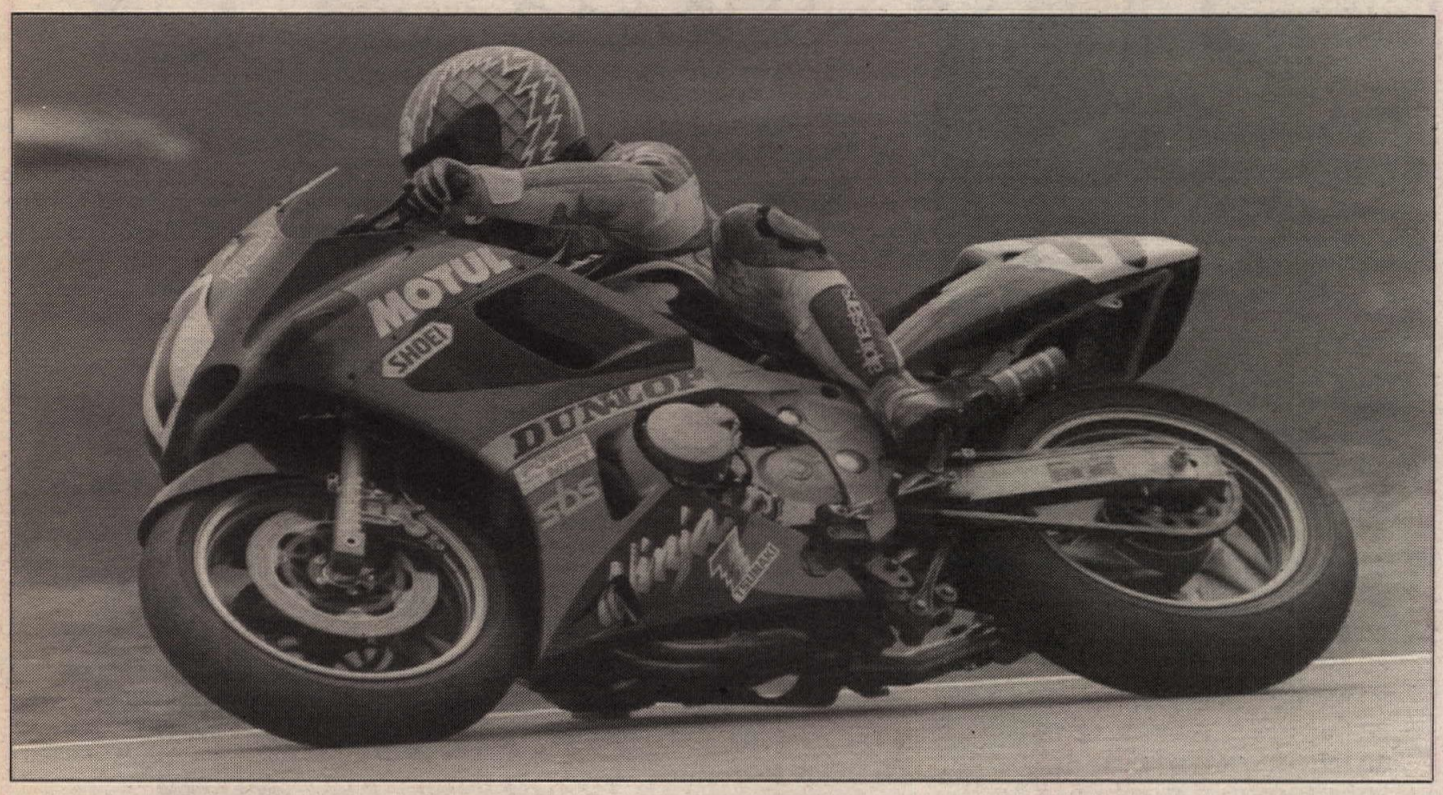
ROAD RACE AMA/CCS HP4 600cc Supersport Series: Round 2

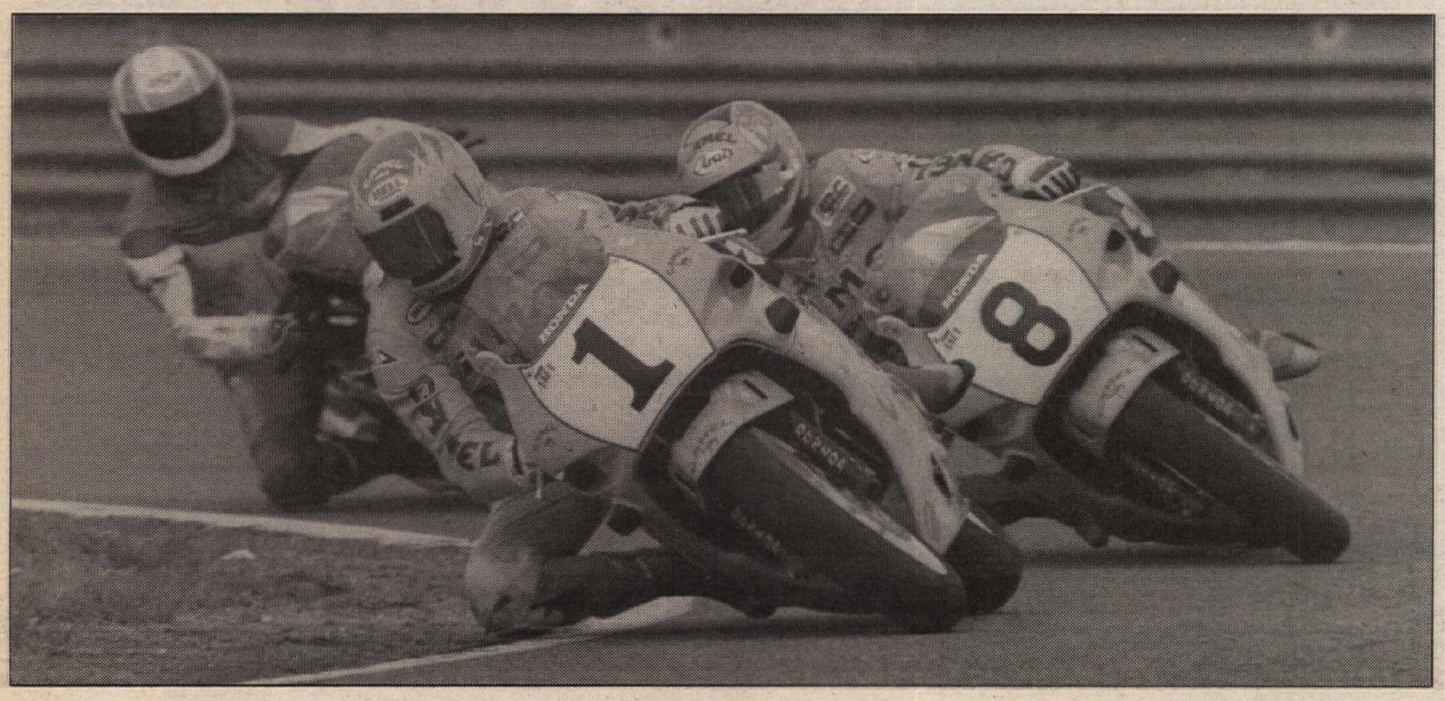
DuHamel makes it two in a row

Britt Turkington (28), Miguel DuHamel (17) and Mike Smith (8) lead the first lap of the restarted 600cc Supersport final.



Miguel DuHamel won his second straight 600cc Supersport event, taking a firm hold of the championship point standings.

Tom Kipp (1), Mike Smith (8) and Steve Crevier try to chase down DuHamel; Kipp was second with Crevier third and Smith fifth.



By Paul Carruthers
Photos by Henny Ray Abrams

DAYTONA BEACH, FL, MAR 7

Muzzy Kawasaki's Miguel DuHamel won his second consecutive 600cc Supersport race, putting to rest any questions about the recently introduced ZX-6 with a convincing romp on a cloudy day at Daytona International Speedway.

"I just rode real hard and put my head down and I made a gap," said the 25-year-old French Canadian, who'd won the season-opener at Phoenix International Raceway in mid-February.

It took two tries to get the race completed, the first attempt red-flagged on the fourth lap due to an incident in the chicane turn three and because another crash at the International Horseshoe had left fluids on the race track. On the re-start, DuHamel was part of a five-rider pack contesting the lead, inching away at the midway point of the 15-lap second segment to win by 3.545 seconds. Because of the red flag, there was no time or average speed for the 18-lap, 64-mile race, the second round of the HP4 600cc Supersport series.

Camel Honda's Tom Kipp snuck into second with a draft pass of Weld Rite Kawasaki's Steve Crevier on the run to the flag; Crevier was handicapped somewhat with tire troubles. Since the Canadian didn't have any spare wheels, he couldn't change tires at the red-flag break like the others. He had also discovered that his front tire had been mounted backwards, causing him further uncertainty.

"I was giggling. He didn't have a prayer," Kipp said, knowing he'd be able to draft by Crevier at the finish.

"He was where he wanted to be. I thought about shutting off and that's what I should have done," Crevier said. "I'm just up here crying the blues and whining."

A few seconds behind Kipp and Crevier came Yoshimura Suzuki's Britt Turkington and Camel Honda's Mike Smith, the pair having been part of the battle for second until the very late stages.

With a perfect record, DuHamel leads the championship with 70 points, 10 more than Turkington. Smith and Camel Honda's Randy Renfrow, seventh today, are tied for third with 54.

The 600cc Supersport class drew 73 riders to the grid with fast qualifier and new lap record holder Turkington leading them all for the first three laps until the red flag. When the race was stopped, most of the top riders changed to fresh tires, except for the hard-riding Crevier who didn't have that option.

DuHamel mounted brand new tires front and rear; Kipp adding a new scrubbed-in front and a brand new rear.

Like the first try, the re-start belonged to Turkington, the Texan only leading briefly this time before being passed in the chicane on the first lap. DuHamel would be the point man for two laps before Turkington took it back, a five-way battle forming at the front with Smith, Crevier and Kipp jumping in.

On the sixth lap DuHamel would take the lead back for good, though it hardly appeared that way at first. But, unofficially, DuHamel was lapping right near his qualifying mark, despite the cool afternoon, and by the 10th lap he was beginning to creep away.

"I went high and I went low just to confuse them," DuHamel said as he made his move. "I was trying to tuck everything in, hair and everything. I was taking one hand off the handlebars and putting it on the track - like the dirt trackers do."

Once he was able to break the draft completely he put a couple of seconds on the pack and sped unimpeded to his second 600cc Supersport win at Daytona. He won here in 1991 aboard a Camel Honda, a victory which preceded his win in that year's Daytona 200.

"There should be a rule that if you start a day like that, then they let you win the second one (the 200)," he said.

As DuHamel began to stretch his lead, the fight for second grew more intense, four riders swapping positions several times a lap all hoping to be close enough to make a move at the end.

Crevier moved in behind his fellow Canadian near the halfway mark, but he knew his grasp was tenuous. Kipp was coming and there was nothing he could do about it.

"On the last lap I saw that he was using me as a gauge. He reeled me in. He was where he wanted to be. I'll say anything to make it sound like it wasn't my fault," Crevier joked.

"We trust each other and that's what it takes," Kipp said. "Everything worked good."

Turkington was moved back to fourth - from third - on the 12th lap when Kipp jumped two spots. Smith would try him at the end, but came up just short.

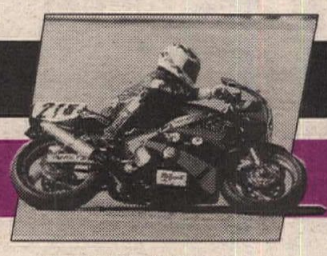
The battle for sixth place was also decided on the last lap, Gerald Rothman Jr. making the most of his pinch-hitter's role on the Yoshimura Suzuki to beat Camel Honda's Renfrow across the line. Rothman Jr., who has a pair of his own Supersport-spec Suzukis, 750cc and 600cc, will be filling in for Donald Jacks, who suffered a broken arm in his superbike crash at the Phoenix opener. CN

Results

600cc SS FINAL: 1. Miguel DuHamel (Kaw); 2. Tom Kipp (Hon); 3. Steve Crevier (Kaw); 4. Britt Turkington (Suz); 5. Mike Smith (Hon); 6. Gerald Rothman Jr. (Suz); 7. Randy Renfrow (Hon); 8. Jason Pridmore (Kaw); 9. Thomas Montano (Hon); 10. Rick Kirk (Hon); 11. Tommy Lynch (Hon); 12. Jamie Bowman (Yam); 13. Chuck Graves (Suz); 14. Mark McDaniel (Suz); 15. Chuck Downie (Hon); 16. Ron Ewerth (Hon); 17. Robert Wright (Suz); 18. Max Autry (Hon); 19. Kurt Hall (Suz); 20. James Schaeffer (Kaw); 21. Thorvald Saeby (Kaw); 22. Robin Holiday (Hon); 23. William Luke (Hon); 24. David Estok (Hon); 25. Owen Weichel (Hon); 26. Michael Martin (Suz); 27. Mike Murphy (Hon); 28. Steve Patterson (Suz); 29. Trevor Unger (Hon); 30. Jeff Gaynor (Hon); 31. Mike Himmeslbach (Suz); 32. Anthony Johnson (Hon); 33. James Randolph (Suz); 34. Bill Knox (Hon); 35. Glenn Cooper (Hon); 36. John Weiss (Hon); 37. Laney Cobb (Hon); 38. Dave Rosno (Hon); 39. Ralph Rimrott (Hon); 40. Chris Robinson (Hon); 41. Damon Carr (Hon); 42. Craig Fox (Hon); 43. Charles Rosaly (Hon); 44. William Beesch (Hon); 45. Richard Guy (Hon); 46. Herbert Williams (Hon); 47. James Kusar (Hon); 48. Roger Minor (Hon); 49. Michael Dillon (Hon); 50. Al MacMartin (Hon); 51. Steven Kok (Hon); 52. Robert Marsh (Suz); 53. Bob Bossardet (Hon); 54. Chris Heine (Hon); 55. Jimmy Shelton (Hon); 56. Joao Chaves (Hon); 57. John Cox (Yam); 58. Michael Gage (Suz); 59. Tom Coccia (Hon); 60. Christopher Wicker (Hon); 61. Michael Lehning (Hon); 62. Steven Tice (Hon); 63. Kiyo Watanabe (Hon); 64. Kevin McCrea (Hon); 65. Aaron Yates (Hon); 66. John Clarke (Hon); 67. Luis Jaramillo (Hon); 68. Drew Lincoln (Yam); 69. Steve Downey (Kaw); 70. Craig McLean (Hon); 71. Don Canet (Suz); 72. J. Andrew Milton (Hon); 73. Todd Duncan (Hon).
Time: N/A due to red flag.
Distance: 18 laps, 64 miles.
Margin of victory: 3.545 sec.
Average speed: None due to restart.
AMA/CCS 600cc SS C'SHIP POINT STANDINGS: 1. Miguel DuHamel (70); 2. Britt Turkington (60); 3. (TIE) Mike Smith/Randy Renfrow (24); 5. Gerald Rothman Jr. (51); 6. Jason Pridmore (49); 7. Tom Kipp (47); 8. Rick Kirk (45); 9. Tommy Lynch (43); 10. Steve Crevier (30).

TOTAL 1992 TEAM TORCO PAYOUTS: $23,400.00

REX STATEN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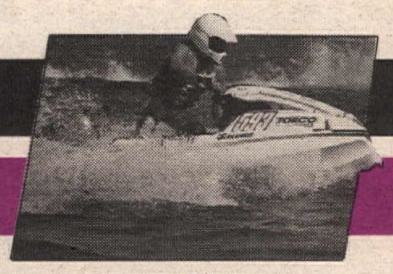
Team TORCO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Bryan Jaramillo....$600
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Terry Parsons $500
Dylan Lord.....$500
Rhonda Alger $400
Larry Hartnett.....$400
Derek Watkins $400
Rich Schilling $300
Joe Brown $100

NEVADA:
Cody Crawford....$100

ARIZONA:
Michael Blose.....$600
Drey Dircks $200
Dave Burns $200

WASHINGTON:
Michael York.....$1,600
Mike Koehn $1,200
Jerry Clark $1,100
Jerame Armstrong $1,000
Travis Taylor $1,100
Scott Soper $900
Kristen Hannan $600
Dennis Howard $400
Ron Heath.....$100

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Steve Hutchings ...$600
Dustin Headman ..$400
Jason Chavez.....$300
Adam Miner $100

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Brian Buffington...SPEED
Dave Coupe .....MX

NEVADA:
Cody Crawford .....MX

WASHINGTON:
Michael York .....MX
Travis Taylor .....MX
Scott Soper .....RR

UTAH:
Damon Carr .....RR
Shawn Chavez MX/DES
Cole Walwork .....MX
Steve Hutchings MX/DES
Chad Walwork .....MX

COLORADO:
Travis Riley .....MX

ILLINOIS:
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Honda's Jeff Stanton, in search of his first 500cc championship, ended the day 11 points down on points leader Mike Kiedrowski. Steel City saw a day of incredible racing as Jeff Ward pulled down the final event win of his long career.

Narrated by Larry Maiers; 48 minutes from Powersports Video.

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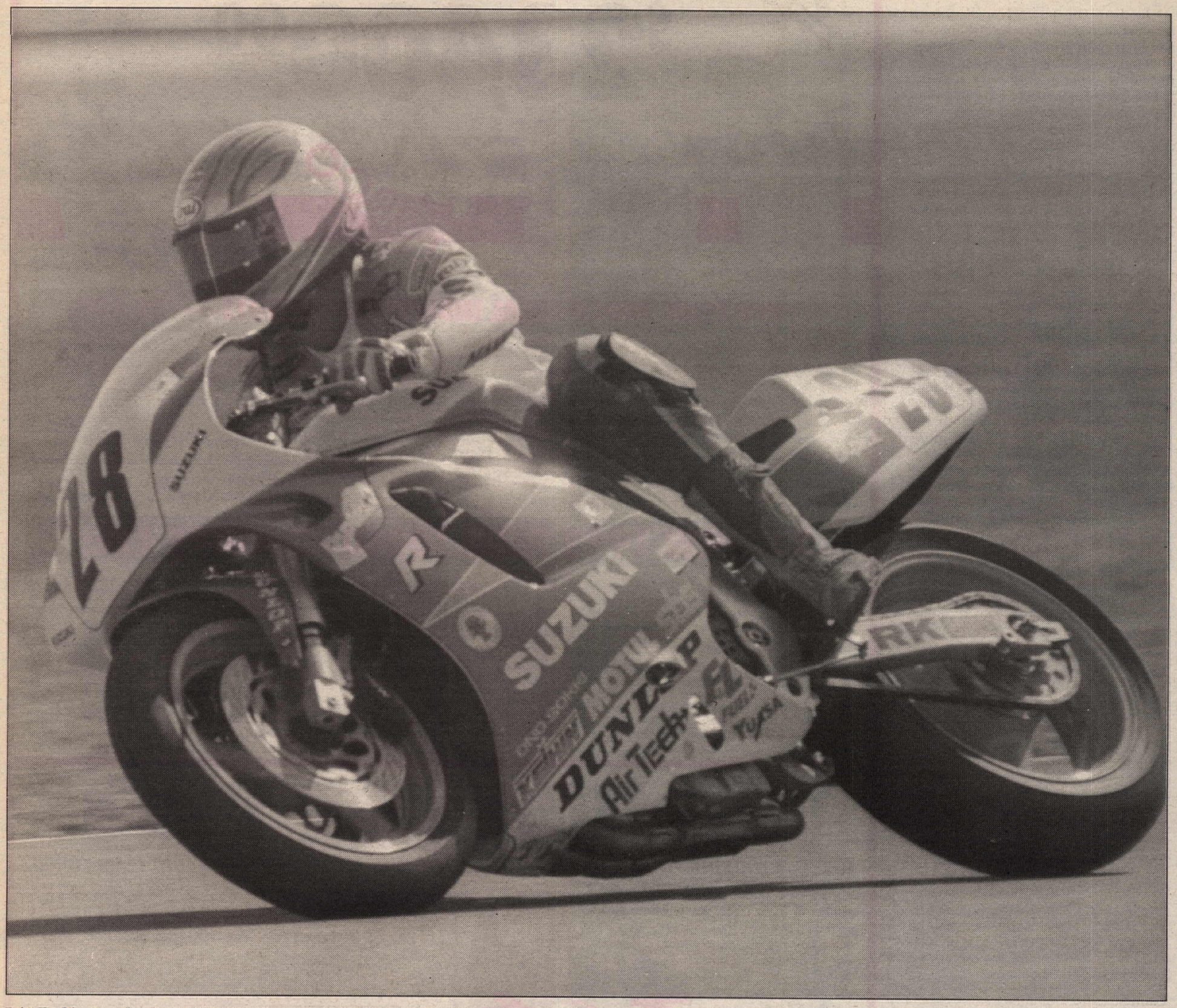
ROAD RACE AMA/CCS 750cc Supersport Series: Round 2



Britt Turkington dominated the 750cc Supersport final at Daytona International Speedway, but lapped traffic slowed him near the end and he only won by 1.557 seconds.

Turkington nails down first-ever National win

By Paul Carruthers
Photos by Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 5

Texan Britt Turkington ended a two-year winless drought for Suzuki in the 750cc Supersport final at Daytona International Speedway and in the process gave himself his first-ever win at an AMA National.

The Yoshimura Suzuki rider led the 15-lap, 53.4-mile race from start to finish, holding off a battle that went to the wire between second and third place finishers Takahiro Sohwa and Gerald Rothman Jr. Dave Sadowski, a former Daytona 200 winner and the victor in the opening round of the series at Phoenix International Raceway, was also in the group fighting for second, but he crashed on the 14th lap. Class Racing's Jason Pridmore and Valvoline Suzuki's Kurt Hall rounded out the top five finishers.

The last rider to win a 750cc Supersport race on a Suzuki was Miguel DuHamel at Road Atlanta in 1990; the last time a Suzuki won the class at Daytona was in 1989 when Jamie James took the win that would help vault him to the series championship that year. Since 1989, Kawasaki has dominated the class with Scott Russell winning the last three 750cc Supersport Championships.

In addition to winning the race, Turkington also took over the championship points lead. The Texan leads Pridmore, 65-60, after two rounds. Rothman is third with 54 points with Sohwa and Chuck Graves rounding out the top five with 53 and 51 points, respectively.

The 48-rider field entered turn one with Turkington leading the way. Sadowski was in tow with Yoshimura Suzuki fill-in rider Rothman and Muzzy Kawasaki's Sohwa tucked in behind. Those three quickly displaced themselves from the rest of the field, but they were also losing touch with Turkington.

By the fifth lap, Turkington led by 4.3 seconds; after seven laps he led by 5.5 seconds; and he would stretch that lead to over six seconds by the ninth lap. All that changed, though, when Turkington started to encounter lapped traffic on laps 10 and 11.

"I guess I wasn't as aggressive as the other guys, who would push people right off the track," Turkington said later. "It got kind of close there at the end. I guess I should get a little more aggro through the infield with those guys. There were a couple times when I almost had to stop because of lapped guys. Then one time there was a waving yellow and I didn't want to chance passing them and getting a lap penalty for doing that. I had to kind of play my pit board."

The lead shrunk to three seconds on the 12th lap and to 1.4 seconds on the final go-around. At the finish line, Turkington was just 1.557 seconds clear of the race for second.

That battle went to the finish line with Sadowski and Sohwa taking turns

at leading the trio while Rothman seemed content to sit and watch the proceedings from behind. On the 10th lap, though, Rothman led the group and he would hold that lead until the 13th lap, when Sohwa would move past. Half a lap later, Sadowski dropped out when he lost the front end in the corner leading onto the banking.

"He (Sadowski) was chasing Tiger (Sohwa) down," Rothman explained. "He was pretty close and I think he tried to get a good drive out and the front just went out from underneath him. After I saw him fall, I slowed down the last couple of laps through there."

Sadowski may have been the victim of a gusting wind: "It was more surprising than painful," he explained. "I was just setting a nice comfortable pace, but a gust of wind got me. A cornerworker said he thought the wind hit me, but I told him I thought I was just going too fast. After riding the endurance race and seeing a dust cloud, I think maybe he was right. I never thought the wind would get me, but it did."

Sohwa was able to hold off Rothman as the two drafted their way to the checkered flag. Behind them, Pridmore had a rather lonely ride to fourth after getting clear of an earlier battle with WERA regular Kurt Hall and the Valvoline Suzuki. Hall fell back into the clutches of his teammate Chuck Graves and the Team Suzuki Sport GSXR750 of Robert Wright, but Wright crashed on the last lap. Hall then managed to hold off Graves for fifth place.

"I got a bad start," Pridmore said. "And then the bike started to blow up on about the seventh lap. There was oil on the tire and I started looking at the two on the 11th lap to see how many were left - I just had to nurse it home. I got lucky when Sadowski crashed because that moved me up a place."

Turkington said he felt a little more pressure than usual because he'd earned his first-ever pole position in the 750cc Supersport class, a feat he duplicated for Sunday's AMA/CCS 600cc Supersport race.

"It's never easy," Turkington said. "Even if you have a half lap lead there's plenty of work. There was quite a bit more pressure for this one because I was fast qualifier, but I wish it could happen every race."

The top finishing 600cc motorcycle in the 750cc class was Randy Renfrow's Camel-backed Commonwealth Honda CBR600 in 12th place. Canadian Steve Crevier had his new and untested Kawasaki ZX6 in a battle for ninth until he crashed on the ninth lap. CN

Results

750cc SS FINAL: 1. Britt Turkington (Suz); 2. Takahiro Sohwa (Kaw); 3. Gerald Rothman Jr. (Suz); 4. Jason Pridmore (Kaw); 5. Kurt Hall (Suz); 6. Chuck Graves (Suz); 7. James Randolph (Suz); 8. Steve Patterson (Suz); 9. Marc Smith (Kaw); 10. James Lussier (Kaw); 11. Dean Mizdal (Kaw); 12. Randy Renfrow (Hon); 13. Mark McDaniel (Suz); 14. Michael Martin (Suz); 15. Brian Gibbs (Kaw); 16. Ernie Kicklighter (Kaw); 17. Tim Blasquez (Suz); 18. Hugo Guenette (Kaw); 19. Trevor Unger (Kaw); 20. James Schaefer (Kaw); 21. Aaron Yates (Hon); 22. William Luke (Hon); 23. Robert Wright (Suz); 24. Chris Embler (Suz); 25. Mike Himmelsbach (Suz); 26. Taylor Massey (Kaw); 27. Kiyo Watanabe (Hon); 28. Dave Rosno (Hon); 29. William O'Beesch (Hon); 30. Charles Rosaly (Hon); 31. Roger Minot (Hon); 32. John Spitulski (Suz); 33. Arthur Diaz (Suz); 34. BJ Arsenault (Suz); 35. Al MacMartin (Hon); 36. Christopher Wicker (Hon); 37. David Sadowski (Kaw); 38. Craig Turcotte (Kaw); 39. Glenn Cooper (Hon); 40. Owen Weichel (Hon); 41. Steve Crevier (Kaw); 42. Fritz Kling (Kaw); 43. Stephen Cooke (Suz); 44. Luis Jaramillo (Hon); 45. Andrew Milton (Hon); 46. Eric Marsden (Kaw); 47. Charlie Dill (Hon); 48. David Stanton (Suz).
Time: 29 min., 43.936 sec.
Distance: 15 laps, 53.4 miles.
Average Speed: 107.762 mph.
Margin of Victory: 1.557 sec.
750cc SS C'SHIP POINT STANDINGS: 1. Britt Turkington (65/1 win); 2. Jason Pridmore (60); 3. Gerald Rothman Jr. (54); 4. Takahiro Sohwa (53); 5. Chuck Graves (51); 6. Steve Patterson (46); 7. James Randolph (44); 8. Dean Mizdal (39); 9. Mark McDaniel (36); 10. Dave Sadowski (35/1 win); 11. Robert Wright (30); 12. Donald Jacks (28); 13. Tim Blaquez (27); 14. Kurt Hall (26); 15. Fritz Kling (25); 16. Marc Smith (22); 17. (TIE) Hugo Guenette/James Lussier (21); 19. Randy Renfrow (19); 20. (TIE) Michael Martin/Ray Yoder (17).

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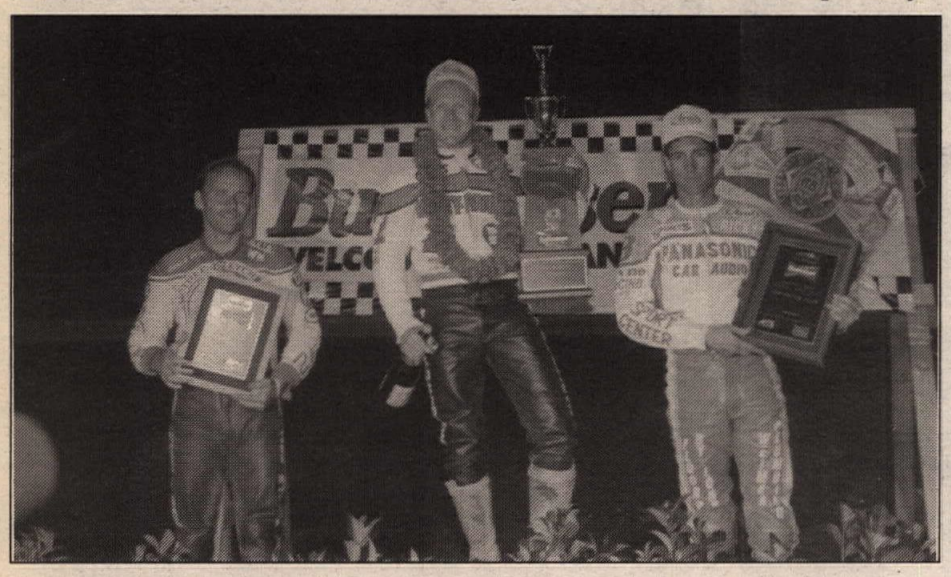
DIRT TRACK AMA National Championship Series: Round 1

Five-time 600cc National Champion Chris Carr stayed on the groove and led nearly every inch of the 25-lap main event.

(Left to right) Will Davis, Chris Carr and Ricky Graham finished 3-1-2, respectively.



Carr, Brow score at Daytona ST

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 5

Since the inception of the AMA 600cc National Championship Series, only one rider has carried the number one plate - Chris Carr. And at the series-opening Daytona Short Track held at Municipal Stadium, Carr showed the 10,000-plus fans on hand why he is the five-time 600cc National Champion by romping away with a convincing win aboard his Kenny Tolbert-tuned Harley-Davidson XR600.

"I didn't feel that comfortable at first, but then I started to really flick it in and things got better," said Carr, who also earned his first-ever Grand National Championship in 1992. "The track seemed to get better as the night wore on, rather than getting slower like it usually does."

Chasing Carr across the line and rounding out the top three finishers were two-time Grand National Champion Ricky Graham and three-time Grand National winner Will Davis. Graham started fourth aboard his Johnny Goad-tuned Team Undo Rotax 600, and muscled his way past four-time Grand National Champion Scott Parker and rookie expert Kevin Varnes to finish a distant second.

"I felt great," said Graham. "There's not much room to pass out there, so you have to get a little aggressive.

Davis started the 25-lap main event fifth, and though he didn't force the issue like Graham, also found his way past Parker and Varnes.

"I came to Daytona to get some points, not to hurt anyone," said Davis. "I tried not to slam into anyone, the track is too slick off the groove to be running in there too hard. I finished the main without touching anyone."

But Davis would be one of the only riders to escape unscathed, as the thin blue groove that formed on the track provided many exciting moments. A bevy of crashes marred the evening's program, as it seemed the only way to pass another rider was to dive to the inside and take away their line.

For his win, Carr was awarded $2000 of the $10,000 class purse, while Graham and Davis earned $1000 and $600, respectively.

While winning in the 600 National Series might be old hat to Carr, Garth Brow rode his way into the record books as the winner of the first-ever AMA Continental Tire 883 National Championship round by playing it safe aboard his Tom Cummings/Arai/Joe Bisha/RC Trucking/KK MC Supply-sponsored Harley-Davidson 883. Three-time Grand National Champion Jay Springsteen led the majority of the laps, only to be run off the track by Edmonds Racing's Jason Fletcher, who crashed shortly thereafter. In all of the confusion, Brow slipped into the lead and on to victory. Hart Racing's James Hart also motored past the commotion, while Springsteen recovered to salvage third.

"These heavy SOBs are too heavy to be diving into the corners," said Brow. "I just followed those guys and rode safe. It looks like it paid off."

Brow won $1250 for the win, and Hart and Springsteen were awarded $1000 and $650, respectively.

Time Trials

Davis rounded the track the aboard his Mother Fletchers/Motion Pro/Bell/Fun Products/Dennis Town/SBS-sponsored Can-Am in 17.712 seconds, and earned the pole in the first heat. Second fastest was Carr, only a tick back at 17.744, while Brett Landes, Parker, Steve Morehead and Dan Ingram rounded out the top six and would fill the pole positions in the remaining heats.

"Yeah, I hauled butt," said Davis with a grin. "But fast time doesn't mean a thing if you can't get a good start."

Heats

Six 10-lap, 10-rider heat races were run, with each offering only two direct-transfer positions. All riders that didn't make the cut in the first go-round would compete in one of four eight-lap semis in which only the winner would advance. The short lap times, combined with the thin groove made for some follow-the-leader race action.

Fast qualifier Davis read the light perfectly in the first heat and led from start to finish, just out of reach of Terry Poovey, who has spent considerable time on the Daytona Short Track in his career. Finishing a distant third but out of luck was Kevin Atherton, the former Team Harley rider who competed aboard a Skip Eaken-tuned Texas Harley-Davidson.

Carr owned the second heat, hands down. While Carr sprinted away with a full straightaway lead, Sacramento Harley's Aaron Hill held a firm grip on second and a direct transfer into the main. Third but no cigar went to Brow, just ahead of Rich King and Ronnie Jones.

Landes flat trounced his opposition in heat race three, and enjoyed a 20-bike length lead over veteran Rick Hocking at the finish. Doug O'Boyle and 1991 Junior National Champion Wink Freitas finished third and fourth.

Parker ran away with the fourth heat, while Hart Racing teammates Kris Kiser and Hart argued over second. Hart held the position at the start, but Kiser swatted him back to third with an aggressive pass on the inside of turns one and two. Kiser held to position to the finish, sending Hart to a semi.

Penn State Cycles' Varnes continued his impressive debut week as an Expert by topping veteran Morehead in the fifth heat. Varnes took the lead early and then continued to inch away as the laps wore down to enjoy a comfortable lead at the finish. Morehead, who borrowed a motor for the event, struggled with the unfamiliar powerband but held on to second.

Graham led the first three laps of the last heat, just inches ahead of Ingram and Bartels' Harley's Mike Hale. Hale slid out in turn two on the third lap and brought out the red flag, but was uninjured and sat at the back of the single-file restart.

Graham led every lap of the remaining portion of the race and boasted a 15-bike length lead over Ingram at the finish. Georgie Price was third, but along with eighth-place finisher Hale, would race again in a semi.

Semis

King led the opening semi from start to finish and earned a third-row starting position in the main, as did Atherton in winning the second semi. Cumming's H-D rider Greg Sims topped the third semi and would ride in the main, and Price won a crash-filled fourth semi to round out the field.

Notable riders who failed to qualify

for the program included former Daytona Short Track winners Jones and Steve Aseltine, as well as Hale, Springsteen, Brow and Rodney Farris.

883

Four heat races and three semis were run early in the day to thin the 883 field down to the 15-rider main event. Of those 15 riders, the only noted road racer who qualified for the feature was Low Country Harley-Davidson's Chuck Blackmon. Defending AMA Harley-Davidson TwinSports National Champion Scott Zampach failed to make the cut. Blackmon was lapped twice in the 25-lap main.

At the start, pre-race favorites Springsteen and Hale blitzed into the top two positions aboard their Bartels' Harley-Davidsons and led Hart, Fletcher, Clint Vahscholtz and Brow through the first turn. Springsteen and Hale began to open an immediate lead, and by the fourth lap enjoyed a 10 -bike-length cushion over the rest of the field. Hale shadowed Springsteen's every move, and waited for his teammate to make a mistake. Unfortunately for Hale, he made the mistake, crashing between turns three and four.

"I lost the front end," said Hale, who was uninjured. "These bikes are so heavy, they can't be thrown into a turn like a 600."

Hart swerved around the fallen Hale to take over second, while Fletcher and Brow followed suit in third and fourth. Fletcher dove underneath Hart on lap 12, sending Hart off the groove and allowing Brow past as well.

With that, Fletcher turned up the wick and began to reel in Springsteen, who appeared to tire as the race wore on. With two laps to go, Fletcher had closed to Springsteen's rear fender and made his move as they entered turn three. Fletcher dove to the inside and made the pass, but carried too much speed into the turn and lost control.

Fletcher slid into the loose dirt high in turn three before falling off, and Springsteen narrowly avoided hitting him.

"Jay left me a little room and I went for it," said Fletcher, who was uninjured in the crash. "I went by him but I couldn't slow down."

"He got a wheel in on me and pushed me out," said Springsteen. "It kinda pissed me off, but that's racing."

In the confusion, Tom Cummings/Arai/Joe Bisiha/RC Trucking/KK-sponsored Brow snuck into the lead and went on to score the win ahead of Hart, who also benefitted from the incident. Springsteen saved third.

"I could see from the tire wear in practice that it was going to be a long 25 laps," said Brow. "I just can't see pitching a 450-pound bike under anyone, so I just waited."

When he pulled off the track, Springsteen's leathers and motorcycle smoked profusely, as the exhaust pipes had burned through their asbestos wrapping and set fire to his pant leg.

"The pipes get awful hot," laughed Springsteen. "But I didn't feel a thing."

National

Fast heat winner Carr chose to start the 25-lap National on the outside pole, as did all of the heat race pole-sitters earlier in the evening.

"The groove is up high," explained Carr. "If you start in the loose stuff you don't have a good chance at a good start.

Graham obviously agreed with Carr's thinking, as he chose to start on the outside of the second row, rather than take the front row starting position that he earned by winning his heat.

At the flash of the starting light, Varnes dashed into the lead ahead of Carr, Parker, Graham and Davis. Varnes' time in the lead didn't last long, however, as Carr dove underneath the fast-starter as they negotiated turns three and four for the first time.

Graham was the next to make a move, and he lunged to the inside of turn one and forced Parker high and wide.

"It was a clean pass," said Parker. "Ricky got under me and that was it. Our bikes never hit, but we were rubbing elbows, that's for sure!"

While Parker scrambled to get back on the groove, Davis and Morehead raced past and into fourth and fifth. Carr, meanwhile, continued to lead but couldn't seem to shake Varnes and Graham. Davis and Morehead followed about five-bike lengths back, while Parker continued to drop back in the pack.

"I lost my rhythm after Ricky got by me and I started to make mistakes," said Parker. "I was hitting my brakes too hard and locking it up. I went too high in two again and dropped way back. After that I just tried out different lines and practiced for the Grand National."

Parker finished an eventual 11th.

Atherton fell victim to the narrow groove on lap six, and crashed in turn four. Rather than running to the inside of the track, though, he limped to the outside and sat on one of the hay bales lining the course.

"I just gave it too much gas," said Atherton. "I have a rod in my left leg from breaking my femur this winter, and it hurt a little. I was scared for a second, but I'm okay."

It wasn't until Price crashed on lap 13 and brought out the red flag that Atherton was able to cross the track and return to the pits.

Price had just been passed for 10th by Poovey, and high-sided over the Texan's rear wheel in turn three while trying to retaliate.

Carr led the charge at the single-file restart, ahead of Varnes, Graham and Kiser, who got a tremendous drive and passed Ingram, Landes, Morehead and Davis.

"Ingram is a great starter, and I saw that he was going outside," said Kiser. "I just followed him and got by everyone, including him."

Carr immediately opened a commanding lead, while Varnes appeared to be struggling.

"During the red flag period, we changed the rebound on my rear shocks," said Carr. "That got rid of the wheel-hopping and I rode a lot better."

Just as he did to Parker, Graham pounced on the inside line and forced Varnes high to take over second on lap 15. Varnes swapped violently as he exited turn four and immediately began to drop off the pace.

"It was a good pass that he put on me," said Varnes. "I was making mistakes after the restart. I thought I had a flat tire after that, so I slowed way down. I'm still happy, though, knowing that I can run with these guys."

Kiser took over third, but was ousted by Davis on lap 19 and began to fade into the pack. The only action to follow in the remaining laps was between Hill and Landes in their battle for fifth. Landes charged hard into turn one in hopes of getting a wheel in on Hill, but instead lost control and was spit over the high side of Hill's rear wheel.

"I got in hotter than usual, and the bike began to skip," said Landes, who was shaken, but uninjured. "It skated right into him and I went over. My teammate told me that highsiding was a rookie move. I guess he was right."

The teammate that Landes referred to was Graham, who went on to finish second, some 20-bike lengths behind winner Carr. Davis finished third, well behind Graham, and Morehead and Hill rounded out the top five.

"I was just sitting back and watching people slam into each other," said Davis. "It was wild. I'm not into that slamming stuff. I was geared too low for the track tonight - I couldn't get through the turns fast enough." CN

(Left to right) Third place finisher Jay Springsteen, winner Garth Brow and runner-up James Hart after first-ever Continental Tire National Championship 883 Series race.

Springsteen (9) and Mike Hale (32) led the early laps, but it was Brow (15) who won.

Results

HEAT 1: 1. Will Davis (Rtx); 2. Terry Poovey (Rtx); 3. Kevin Atherton (Rtx); 4. John Parker (Rtx); 5. Craig Estelle (Rtx); 6. Brian Tillson (Rtx); 7. Rodney Farris (Rtx); 8. Ty Howard (Rtx); 9. Don Wilson (Rtx); 10. Chris Evans (Rtx).
Time: 3 minutes, 5.320 seconds.

HEAT 2: 1. Chris Carr (H-D); 2. Aaron Hill (Rtx); 3. Garth Brow (Rtx); 4. Rich King (Rtx); 5. Ronnie Jones (Hon); 6. Les Washbon (Rtx); 7. Steve Beattie (H-D); 8. Bill Newkirk (Rtx); 9. Kenneth Mohler (Rtx); 10. Clint Vahscholtz (Rtx).
Time: 3:01.745.

HEAT 3: 1. Brett Landes (Rtx); 2. Rick Hocking (Rtx); 3. James Hart (W-R); 4. Wink Freitas (W-R); 5. Ted Taylor (Rtx); 6. Ron Brown (W-R); 7. Robert Lewis (Rtx); 8. Eric O'Boyle (W-R); 9. Jason Fletcher (Rtx); 10. Don Estep (Rtx).
Time: 3:05.690.

HEAT 4: 1. Scott Parker (H-D); 2. Kris Kiser (Rtx); 3. 3. James Hart (W-R); 4. Tommy Colson (Rtx); 5. Jeff Annen (ATK); 6. Erik Graybeal (Rtx); 7. Brian Villella (Rtx); 8. Mike Inderbitzen (Rtx); 9. Andy Tresser (Rtx); 10. Robert Miller (Rtx).
Time: 3:06.527.

HEAT 5: 1. Kevin Varnes (Rtx); 2. Steve Morehead (Rtx); 3. Greg Sims (Rtx); 4. Chance Darling (Rtx); 6. Rusty Rogers (Rtx); 7. Ian Segedy (Rtx); 8. Roy Hart (W-R); 9. Greg Teague (Hon); 10. George Garvis Jr. (Hon).
Time: 3:03.147.

HEAT 6: 1. Ricky Graham (Rtx); 2. Dan Ingram (Hon); 3. Georgie Price (Rtx); 4. Steve Aseltine (Rtx); 5. Kevin Bricker (Rtx); 6. Scott Buchan (Rtx); 7. Jay Springsteen (Rtx); 8. Mike Hale (Rtx) 9. Chuck Buchanan (Rtx); 10. Mickey Fay (Rtx).
Time: (No time due to restart).

SEMI 1: 1. King; 2. Brow; 3. Taylor; 4. Estelle; 5. Brown; 6. Beattie; 7. Fletcher; 8. Newkirk; 9. Parker; 10. Estep; 11. Howard; 12. Wilson.
Time: 2:26.361.

SEMI 2: 1. Atherton; 2. Freitas; 3. Tillson; 4. Washbon; 5. Evans; 6. Jones; 7. Miller; 8. O'Boyle; 9. Farris; 10. Vahscholtz; 11. O'Boyle; 12. Mohler.
Time: 2:27.523.

SEMI 3: 1. Sims; 2. Stump; 3. Colson; 4. Annen; 5. Segedy; 6. Inderbitzen; 7. Buchan; 8. Buchanan; 9. Hart; 10. Bricker; 11. Fay.
Time: 2:29.740.

SEMI 4: 1. Price; 2. Hart; 3. Rogers; 4. Darling; 5. Graybeal; 6. Springsteen; 7. Aseltine; 8. Teague; 9. Hale; 10. Villella; 11. Miller; 12. Garvis.
Time: 2:29.937.

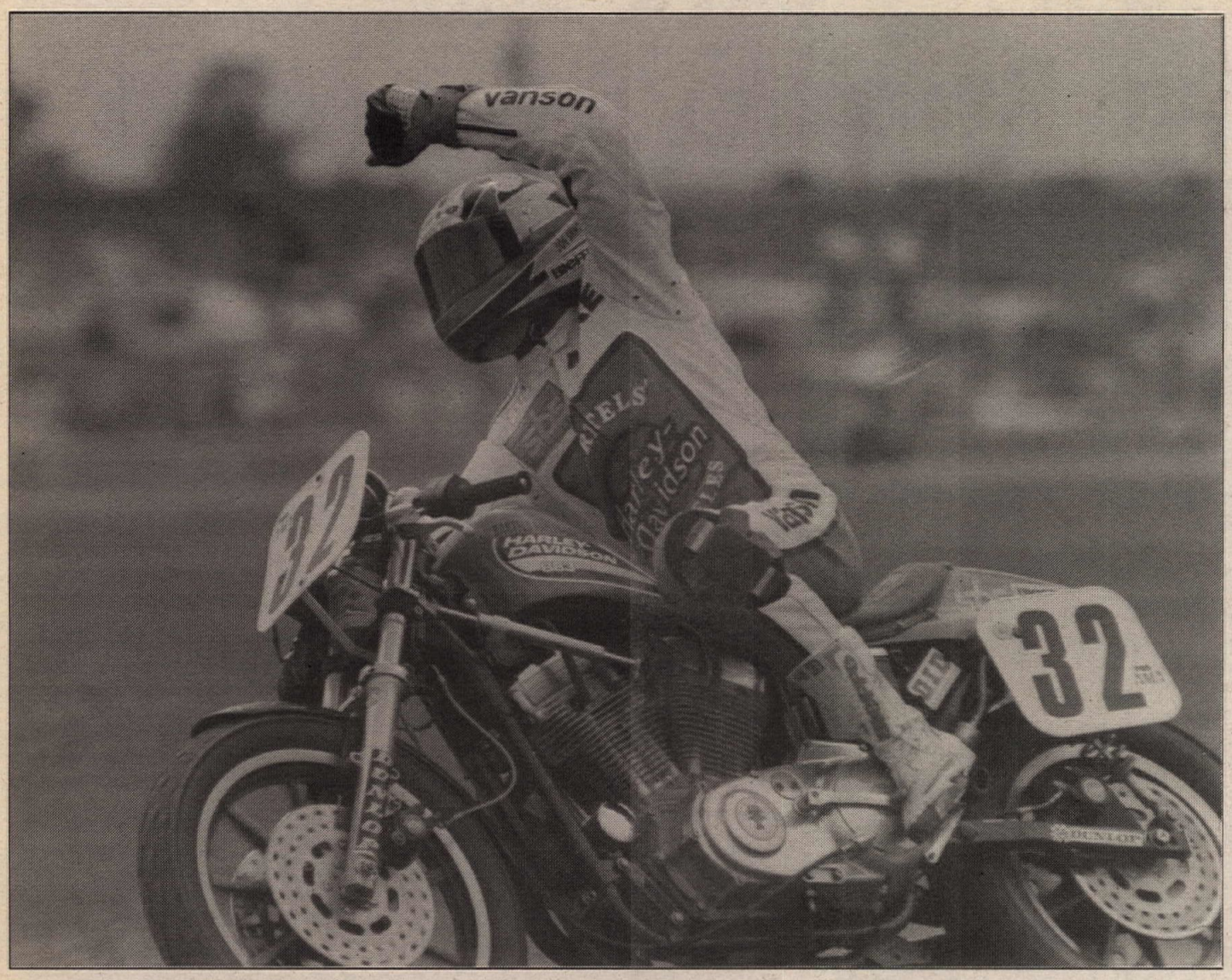
25-LAP NATIONAL: 1. Chris Carr (H-D); 2. Ricky Graham (Rtx); 3. Will Davis (Rtx); 4. Steve Morehead (Rtx); 5. Aaron Hill (Rtx); 6. Dan Ingram (Hon); 7. Rich King (Rtx); 8. Rick Hocking (Rtx); 9. Kris Kiser (Rtx); 10. Terry Poovey (Rtx); 11. Scott Parker (H-D); 12. Kevin Varnes (Rtx); 13. Greg Sims (Rtx); 14. Brett Landes (Rtx); 15. Georgie Price (Rtx); 16. Kevin Atherton (Rtx).
Time: (No time due to restart).

AMA 600 NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Chris Carr (20/1 win); 2. Ricky Graham (16); 3. Will Davis (13); 4. Steve Morehead (11); 5. Aaron Hill (10); 6. Dan Ingram (9); 7. Rich King (8); 8. Rick Hocking (7); 9. Kris Kiser (6); 10. Terry Poovey (5); 11. Scott Parker (4); 12. Kevin Varnes (3); 13. Greg Sims (2); 14. (TIE) Brett Landes/Georgie Price/Kevin Atherton (1).

883 NATIONAL: 1. Garth Brow (H-D); 2. James Hart (H-D); 3. Jay Springsteen (H-D0; 4. George Roeder II (H-D); 5. Steve Aseltine (H-D); 6. Ricky Graham (H-D); 7. Clint Vahscholtz (H-D); 8. Don Estep (H-D); 9. Brian Tillson (H-D); 10. Rob Gette (H-D); 11. Donnie Kruchinski (H-D); 12. Chuck Blackmon (H-D); 13. Mike Hale (H-D); 14. Jason Fletcher (H-D); 15. Kevin Varnes (H-D).
Time: 8:05.10.

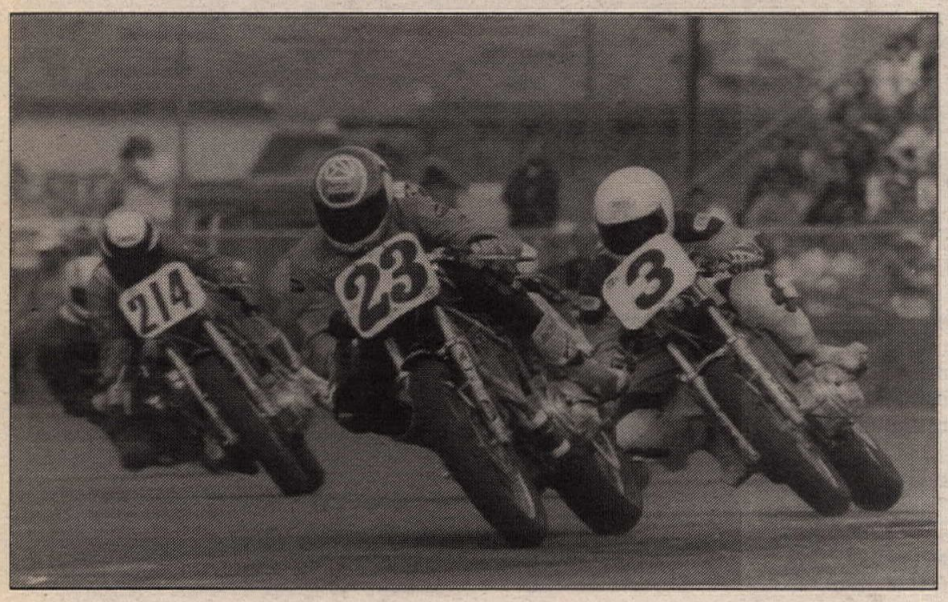
AMA CONTINENTAL TIRE 883 NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS: 1. Garth Brow (20); 2. James Hart (16); 3. Jay Springsteen (13); 4. George Roeder II (11); 5. Steve Aseltine (10); 6. Ricky Graham (9); 7. Clint Vahscholtz (8); 8. Don Estep (7); 9. Brian Tillson (6); 10. Rob Gette (5); 11. Donnie Kruchinski (4); 12. Chuck Blackmon (3); 13. Mike Hale (2); 14. Jason Fletcher (1); 15. Kevin Varnes (1).

ROAD RACE AMA Harley-Davidson Twin Sports Series: Round 2



Texan dirt tracker Mike Hale was a happy man after winning his first Harley-Davidson TwinSports race at Daytona.

Jeff Heino (23) leads Chuck Blackmon (3) in their battle for second place.



Hale takes first Twin Sports win

by Henny Ray Abrams

DAYTONA BEACH, FL, MAR 7

Making use of some valuable advice offered by his injured teammate Nigel Gale, Bartels' Harley-Davidson's Mike Hale won his first Harley-Davidson Twin Sports race, taking over the lead when race-leader Scott Zampach crashed his Tilley's H-D 883 going onto the high banks of Daytona on the final lap. The pair, who'd run nose-to-tail, were well clear of the five-rider battle for third and Hale, who'd qualified on the pole, cruised to his first ever road race win.

The race was also the second round of the Continental Tire 883 National Championship Series, a series comprised of five dirt track and five road race rounds.

"I sat down with Nigel (Gale) before the race and he told me what to expect from Scott Zampach," Hale said, taking the advice from Zampach's longtime rival to heart. "I was right there when Zampach went down.

"I struggled on the dirt tracks for the last couple of nights, but we ran good here and qualified on the pole. I had something to look forward to," the 20-year-old Texan said. "I wanted to win at Daytona really bad and start the year off right."

Gale watched the race from the Bartels' H-D pits after having been released from the hospital the night before. He'd been there since Wednesday when he crashed during qualifying.

"I've got a dislocated shoulder that they put back in. I've also got some bone chips in there. I've also broke bones in my lower right leg, down near the ankle," Gale said. "I don't know how long I'll be out. I want to be at the next race. It will depend on what my doctors back home see when they look at the X-rays."

Low Country H-D's Chuck Blackmon got the best of the drafting battle to finish second, barely ahead of Moroney's H-D's Jeff Heino, with Shawn Higbee a close fourth and Jay Springsteen just behind in fifth.

Zampach picked his machine up and finished eighth.

Hale won the seven-lap, 25-mile race in a new record time of 15 minutes, 45.367 seconds at an average speed of 94.896 mph. His margin of victory was 12.303 seconds.

With the win Hale takes over the series lead with 63 points, Higbee moves into second with 60, and defending champion Zampach is third with 53.

The win earned Hale $3000 from the $15,000 purse, with $2000 going to Blackmon, and $1250 going to Heino.

Hale led the 60-rider field off the start, Zampach sticking to him with Springsteen, Warrs Harley-Davidson of England's Francis Williamson fourth, and Blackmon fifth.

Across the line the first time Zampach was out front and he and Hale were able to inch away from the field. Blackmon, who was leading the fight for third, got into a big slide exiting the International Horseshoe on the second lap, causing the riders behind to hesitate just enough to let the leaders make a fast getaway.

Zampach led Hale the entire way, the pair opening up almost a nine second edge by the fourth of seven laps. The race went down to the final lap, Zampach tossing away his chances less than a minute from the end.

"It looked like the front wheel might have tucked under when he was braking for the final infield turn," Hale said.

With a clear track ahead, Hale sailed to the easy win leaving the battles to be decided behind him.

The entire race the order was shuffling in the race for what was third until Zampach fell. Blackmon, Heino, Springsteen, and Richard Koehler all held the spot behind Hale, the runner-up spot up for grabs right to the finish line.

Coming out of the chicane the final time Springsteen was second. Then the drafting began and by the time he got to the line he was back to fifth, though he nearly got Blackmon back after Blackmon had used his draft to move into second.

"It kind of reminded me of mile racing," Springsteen said afterwards. "It was like a drafting war out there. Everybody was zigging and zagging. On the last lap I was second out of the chicane and they come around me. I fell back in line on the banking and I thought I could get them."

"The race was bascially my second practice session of race week," Heino said. "The team has worked on dirt track machinery, vintage bikes, everything. We had a motor seize in qualifying after I had gotten 13th fastest time. While the others were running practice sessions and working on race setup, we were rebuilding the engine. I don't know how we finished second, but we did. CN

Results

H-D Twin Sports: 1. Mike Hale; 2. Chuck Blackmon; 3. Jeff Heino; 4. Shawn Higbee; 5. Jay Springsteen; 6. Richard Koehler; 7. Ian Cobby; 8. Scott Zampach; 9. Ricky Graham; 10. Francis Williamson; 11. Jason Fletcher; 12. John Long; 13. Shawn McNary; 14. Yvon DuHamel; 15. Scott Gray; 16. Danny Roberts; 17. Thomas Lechner; 18. Graham Smith; 19. Roger Reiman; 20. Don Estep; 21. James Whitaker; 22. Mark Pastir; 23. Gary Stas; 24. Brian Gibbs; 25. Jerry Wallace; 26. Mike Myers; 27. Ben Bostrom; 28. Christopher Dabbs; 29. Robin Kendal; 30. George Roeder II; 31. Steve Aseltine; 32. Michael Scott; 33. Scott Saunders; 34. Troy Roberts; 35. Richie Morris; 36. Preston Hopkins; 37. J. Richard Clutts; 38. Ty Howard; 39. Geoffrey Clark; 40. Darrell Jones; 41. Joseph Winston; 42. Carl Legaspi; 43. Lester Metzler; 44. George Elwers; 45. Jon Stauffer; 46. C.J. Holmes II; 47. Thomas Marks; 48. Wes Bladow; 49. Bill Kirtley; 50. W. Craig Punkall; 51. Lee Parker; 52. Ken Serakas; 53. Donald P. Georger; 54. David Yesman; 55. Andy Nelson; 56. Lester Metzler Sr.; 57. Kiyoshi Okukawa; 58. Brian Tillson; 59. Fabian Cortez III; 60. Tony Montenegro.

Time: 15 minutes 45.367 secs.
Distance: 7 laps, 25 miles
Margin of victory: 12.203 secs.
Average speed: 94.896 mph

H-D 883 CHAMPIONSHIP POINT STANDINGS: 1. Mike Hale (63); 2. Shawn Higbee (60); 3. Scott Zampach (53); 4. (TIE) Jeff Heino/Jay Springsteen (52); 6. Chuck Blackmon (51); 7. Richard Koehler (50); 8. Scott Gray (39); 9. Nigel Gale (35); 10. (TIE) Ian Cobby/Randy Texter (24); 12. Ricky Graham (22); 13. (TIE) Fabian Cortez/Francis Williamson (21); 15. (TIE) Jason Fletcher/Andy Fenwick (20); 17. John Long (19); 18. (TIE) Robert Cunnington/Shawn McNary (18); 20. (TIE) Yvon DuHamel/Tony Montenegro (17).

UNOFFICIAL CONTINENTAL 883 SERIES POINT STANDINGS: 1. Jay Springsteen (23); 2. Mike Hale (22/1 win); 3. Garth Brow (20/1); 4. Chuck Blackmon (19); 5. James Hart (16); 6. Ricky Graham (15); 7. Jeff Heino (13); 8. George Roeder (12); 9. Shawn Higbee (11); 10. Steve Aseltine (10).

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SPECIAL SUBSCRIPTION OFFER

ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Round 3

Team Suzuki Endurance's Kurt Hall (left) and Michael Martin (right) celebrate their win in the 90-minute GTO Team Challenge. Team Suzuki beat Fastline/MCM Racing.

Team Suzuki Endurance sprints to GTO win

by Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 5

When Team Endurance Suzuki takes to the track, they usually race for six hours and they usually win. Today they only had 90 minutes to race, but the result was the same, riders Kurt Hall and Michael Martin winning the inaugural AMA GTO Team Challenge on the blustery high banks of Daytona.

"Kurt and I are used to really long distance races," Martin, who rode the second shift, said. "It seemed real short without a tire change and all that stuff."

Aboard last year's WERA championship-winning Suzuki GSXR1100, the team completed 45 laps of the 3.56-mile course at an average speed of 106.766 mph to win the "big bike" portion of the third round of the EBC Endurance Challenge Series. Their margin of victory over second place Fastline/MCM Suzuki was 59.170 seconds. Fastline/MCM was forced to make an unscheduled tire change on their GSXR1100 late in the race while second rider Dave Sadowski, standing in for Scott Zampach who was off dirt-tracking, was cutting into Martin's lead.

Third, well back, was Team Suzuki Endurance II, Chuck Graves and Steve Patterson riding the team's new water-cooled Suzuki GSXR1100.

With their second place finish, Fastline/MCM takes over the championship lead. After three of 13 races, they lead Two Brothers Racing 97 to 93. Two Brothers was in the hunt today, but was hurt by having to change rear tires three times and finished fifth. Team America, fourth today with Fritz Kling and Woody Deatherage splitting the riding, is third with 83.

For their efforts, Team Suzuki Endurance earned $2000 from the $6500 GTO purse, with Fastline/MCM taking $1250, and Team Suzuki Endurance II pocketing $750.

From the drop of the green flag it wasn't immediately apparent who was in the race to win and who was in to test. Diesel Jeans Ducati's Raymond Roche and Akira Yanagawa, aboard a Yoshimura Suzuki, swapped the lead back and forth until Yanagawa pitted while in the lead on the 18th lap. Roche continued out front, but pulled in on the 28th lap while approaching the one hour mark. The 90-minute GTO rules stipulate that no rider may ride less than 30 minutes, nor more than one hour. Since Roche had no second rider, he was done after about 55 minutes.

The real race was just behind the pair, the trio of Fastline/MCM's Michael Barnes, Two Brothers Racing's Rick Kirk, and Team Suzuki Endurance's Kurt Hall circulating as one until the 10th lap when Kirk began to experience rear tire trouble and pulled in for his first tire change.

It was up to Barnes and Hall and Hall was content to stay in Barnes' draft.

"Barnes had a killer draft on the straight," Hall said. "I was trying not to use too much tire so I could save it for Michael. We couldn't have run those lap times without a tow and we couldn't have gotten the gas mileage we did. When we switched over, Michael continued with consistent lap times."

The switch came right at the halfway point, most of the teams changing them. Tommy Lynch took the Two Brothers Honda CBR900 over from Kirk and a few minutes later, Barnes was in to hand off to Sadowski. Feeling the bike sputtering his last few laps, Barnes told team manager Jeff Stern that the battery was dying, and it was replaced. But it wasn't the battery at all.

"I came in a lap early for the battery, but it was out of gas," Barnes said. Like Hall, he'd hoped to use the draft, but found that Kirk was going too slow. "I was going about one-third throttle and I was still passing him."

When Sadowski returned to the track he was looking at about an 18-second deficit. But he was forced to pit unexpectedly at the one-hour, 11-minute mark when he felt a vibration in the rear tire after cutting the margin to about 12 seconds. Sadowski is especially sensitive to vibrations, since he was thrown over the handlebars, crashing spectacularly and tumbling down the front straight when his rear tire failed while in sixth gear during the fall AMA/CCS Daytona races in 1991.

"I'm a little leery about open class bikes at Daytona. You can only ask so much of the tire manufacturers," Sadowski said.

Any hope they had of winning was gone and they settled in for second, though since Suzuki Endurance isn't contesting the AMA/EBC Endurance Series, they weren't hurt by not getting maximum points.

"We took the points lead and that's what we came for," Barnes said. "We want to win the championship." But the day belonged to the Suzuki Endurance teams.

"We have very good riders, we have very good mechanics, and we have the best crew chief in the history of racing," team captain John Ulrich said after placing two teams in victory lane. "Life is sweet."

His third-placed team of Chuck Graves and Steve Patterson agreed.

"Finishing third is great," Graves, who rode first, said. "We didn't expect to do it. We figured we'd just get some time on the new water-cooled Suzuki GSXR1100. Kurt and Michael did all the setup on it. Steve and I hadn't ridden the bike until this morning - we got three laps."

After a slow start, Team America slowly began to move forward, running a consistent pace and not suffering any debilitating problems. Fritz Kling took over for Woody Deatherage just after he half-hour mark, a move that temporarily dropped them back, but paid off in the end. Seventh officially at the halfway mark, they were up a notch when Roche dropped out, then took advantage of the problems incurred by Two Brothers and Keystone Racing, who were slowed by brake and tire problems.

"They were showing us fourth earlier and that's not bad since we've got no brakes and a bad rear tire," Keystone's Fabian Cortez said after handing off to John Condron. "About two laps in I noticed the tire was going. I thought I could hang in there, but it went away real.quick. The brakes didn't matter as much since I could sit up to slow the bike down."

Kling brought the team's year-old Honda CBR900 home fourth, despite fighting a rear tire that was going off, as well as gearbox problems.

"The tires were already starting to go off and I was just riding as smoothly as I could," Kling said. "I was only worried because the gearbox was making funny noises from the midway point on. It was popping out of gear a couple of times."

Still, he brought it home fourth, ahead of Two Brothers Racing's Lynch who was given a fresh tire when he went out, and came in with less than 25 minutes to go for the third tire change.

And Team America wasn't the only team suffering mechanical ailments. After taking over from lead rider Phil Kress, Dutchman Racing's Jeff Heino went out with a balky gearbox and dropped out of the race on the 32nd lap with a blown engine.

Keystone held onto sixth place, one better than K.W.S. Motorsports. CN

Results

GTO TEAM CHALLENGE: 1. Team Suzuki Endurance (Suz); 2. Fastline/MCM Racing (Suz); 3. Team Suzuki Endurance II (Suz); 4. Team America (Hon); 5. Two Brothers Racing (Hon); 6. Keystone Racing (Suz); 7. K.W.S Motorsports (Hon); 8. E.L.B. Racing (Suz); 9. Full Tilt Motorsports (Hon); 10. Marietta Motorsports (Hon); 11. Sparks Endurance (Suz); 12. Blackhawk Racing (Yam); 13. J and P Racing (Suz); 14. Defiance Racing (Suz); 15. Diablo Racing (Suz); 16. Action Machines I (Suz); 17. N2 Racing (Kaw); 18. Team Magic (Yam); 19. Dutchman Racing (Suz); 20. Raymond Roche (Duc); 21. Thomas Does Daytona (Suz); 22. Akira Does Daytona (Suz); 23. New Tech Racing (Hon); 24. Hard K Racing (Hon); 25. Guenette Racing (Kaw); 26. Vance & Hines Team I (Yam); 27. Vance & Hines II (Yam); 28. Junior Racing (Yam).
Time: 1 hour, 30 minutes, 1.744 seconds
Distance: 45 laps, 160.2 miles
Average speed: 106. 766 mph
Margin of victory: 59.170 secs.
GTO C'SHIP POINT STANDINGS: 1. Fastline/MCM Racing (97); 2. Two Brothers Racing (93); 3. Team America (83); 4. Blackhawk Racing (68); 5. N2 Racing (62); 6. Dutchman Racing (61); 7. Suzuki Endurance II (55); 8. Team Magic (49); 9. K.W.S. Motorsports (48); 10. Keystone Racing (46), 11. Full Tilt Motorsports (44); 12. Team Suzuki Endurance (35); 13. Marietta Motorsports (30); 14. Team Yamaha Endurance (26); 15. (TIE) Team Racelaw/Guenette Racing (24); 17. (TIE) Sportsland of Laramie Racing/ELB Racing (23); 19. Team Fossil Endurance (22); 20. (TIE) Dann Clark Racing/Northstar Racing/Sparks Endurance (21).

American Flyers takes GTU win

By Henny Ray Abrams

DAYTONA, FL, MAR. 4

With less than two laps to go in the Daytona GTU Team Challenge, American Flyers' Mike Murphy couldn't believe his eyes. Just ahead of him, Southwest Motorsports' Chris Taylor had to take his right hand off the brake and throttle to search for the reserve switch on his fuel petcock. He'd run out of gas in the chicane. In traffic.

"I was having all sorts of problems with the wind and I started watching the leader board closely. I was gaining on Chris. Once that happened, all hell broke loose," Murphy said. "He had to switch the gas tank to reserve and I went around him. I got kind of lucky there."

Murphy teamed with Todd Harrington to win the first-ever AMA GTU Team Challenge, a win that was also a first for the American Flyers team. The pair completed 30 laps of the 3.56-mile road course at an average speed of 103.340 and won by 5.310 seconds.

"I went out and tried to run a decent pace," Harrington said of his first 30-minute stint on the American Flyers Honda CBR600. "I knew he was out at the end and you can't hold him back. When he goes, he goes. I'm just glad we finally won one. We've had plenty of seconds."

Southwest Motorsports' Chris Taylor, who teamed with Danny Walker on a Yamaha TZR250, held onto second, nearly a minute in front of Hornblower Racing's Bill Hornblower. Jonathan Cornwell had ridden the first leg on the Hornblower Honda CBR600.

After three rounds of the EBC Brakes Endurance Series, Hornblower leads the GTU point standings with 97 points, four better than American Flyers. Southwest Motorsports is tied with Moto Liberty/Nankai II for third with 61. The Moto Liberty/Nankai II team finished fourth today, Tatsuhiko Iino and Takahiro Mori riding the Honda CBR600 that Moto Liberty/Nankai rode to last year's GTU championship.

Harrington and Murphy split the $1000 top prize from the $3500 GTU team purse, Southwest Motorsports' Walker and Taylor earning $700, and Hornblower and Cornwell pocketing $500.

Cornwell led the 37-rider field for the first lap, but Danny Walker sped by going into turn one of the second lap and Cornwell knew there wasn't a lot he could do.

"I got a halfway decent start, but I could barely draft him on the banking and I couldn't do anything in the infield," Cornwell said. "I decided to just do the best with what I had and just let him go."

The pace Walker was running, lap times in the 2:02 range, was unmatchable and he quickly built up a lead that was nearly eight seconds on the 10th lap, right about the 20-minute mark. The team pitted to change riders and add fuel just past the halfway point, Taylor replacing Walker after Walker had struggled with the wind.

"The wind is a monster, it's really bad," Walker said. "It really blows this little bike around. That's what I told Chris. To be careful of the wind. I was doing a Colin Edwards with my butt up on the back of the seat on the front straight. If I didn't get a good drive out of four it would only pull 11,500 rpm. If I didn't get a good drive I had to go down the front straight in fifth."

Cornwell was replaced by Hornblower on the same lap, but he'd been forced in a lap early when he began to run out of fuel.

"I think with the wind, and at that pace, I actually got three less laps than we thought (we would). When I realized I was on reserve, I had to indicate to them that I was coming in early," Cornwell said.

Hornblower and Taylor exited the pits at about the same time and the pair took to the infield just as they were being passed for the lead by Moto Liberty/Suzuki's Doug Carmichael, the team waiting two more laps to pit, then relinquishing their lead.

"I'm running wide on all of the exits because of the wind," Carmichael said after handing the Moto Liberty/Suzuki GSXR600 to Mike Himmelsbach. "All of us in the front group ran onto the grass in the chicane at one time or another. I did it on about the third lap. I could make the left, but I couldn't make the right."

But when Himmelsbach took over he found the setup which suited Carmichael didn't suit him and he gradually fell back to a 10th-place finish.

"Until we can get the bike set up to where the suspension works for both of us, we're going to struggle. Now we can get it where it won't shake him on the banking, but for me it's too loose," Carmichael said. The Moto Liberty/Nankai II team was faring better. At the halfway point they were up to sixth place, behind Semoff Brothers Racing, and getting ready to move up a spot when Team Holiday had fuel problems.

"For some reason we didn't have enough fuel on board for the wind," Robin Holiday said after handing off to co-rider John Weiss. But their race would only last about a lap longer, the team retiring on the 16th lap.

Murphy had taken over for Harrington just about at the halfway point and setting off for Taylor, though he wasn't sure of his position.

"I didn't know where I was. Actually, it got kind of confusing. I was probably fourth or fifth when I jumped on it. I was gaining on Chris and when I got him in my sights I turned it up," Murphy said. As Taylor began to sputter and misfire in the chicane, Murphy pounced and raced to the checkered flag.

"I'm too excited to talk right now," Murphy said after beating Taylor across the line for the team's first win.

"Unfortunately we don't have all the bugs worked out just yet," Walker said after joining his Southwest Motorsports teammate in the winner's circle. "We may have a thirsty two-stroke, but these guys (American Flyers) have a pretty fast bike. Our strategy was to go for it from the start and get away from everybody. I know a lot of teams were thinking we could break like we did on Sunday. We didn't."

Third, nearly a minute back, came Hornblower, happy to have picked up the points in a race format that he doesn't feel suits his team.

"I didn't realistically think we could get up here on the podium in a short format race" Hornblower said. "In the three-hour I can race like an old man at a leisurely pace. When the other guys ran away, I couldn't keep up. I had Jon start because he's better in heavy traffic."

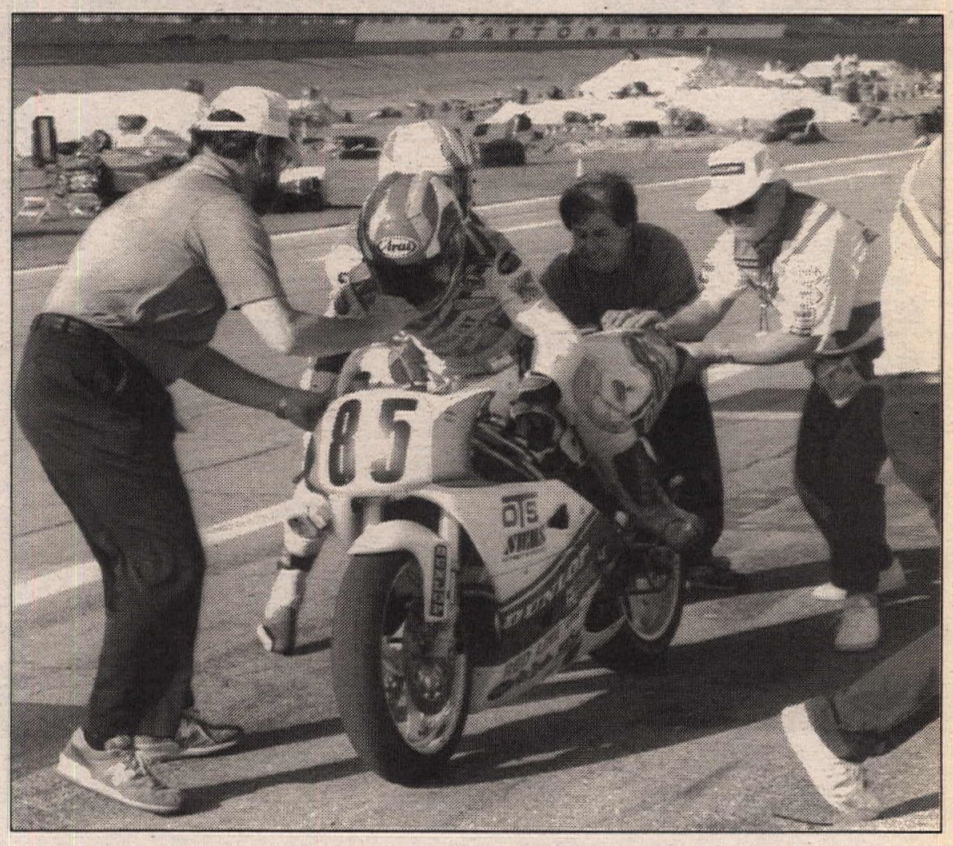
Behind the leading trio Iino, having taken over for Mori, moved up into the top five in the final 15 minutes when AGV Sport Group was held on pit row by AMA officials for having been on the track too long. In the GTU format, the longest a rider can stay on the track is 40 minutes and either AGV's Michael Taylor or Woody Deatherage was over the limit. They would finish 16th.

Moto Liberty/Nankai II's Iino and Mori moved up to finish fourth, one better than Team Norway's Thorvald Saeby and Jan Olav Noteng, the Norwegians racing a Kawasaki 600.

Next came Team Raceco who finished sixth, Pete Johnson and Ronald McGill taking advantage of the rule allowing big-bore twins by using a Moto-Guzzi 992. CN

American Flyers (46) won the inaugural GTU Team Challenge at Daytona.

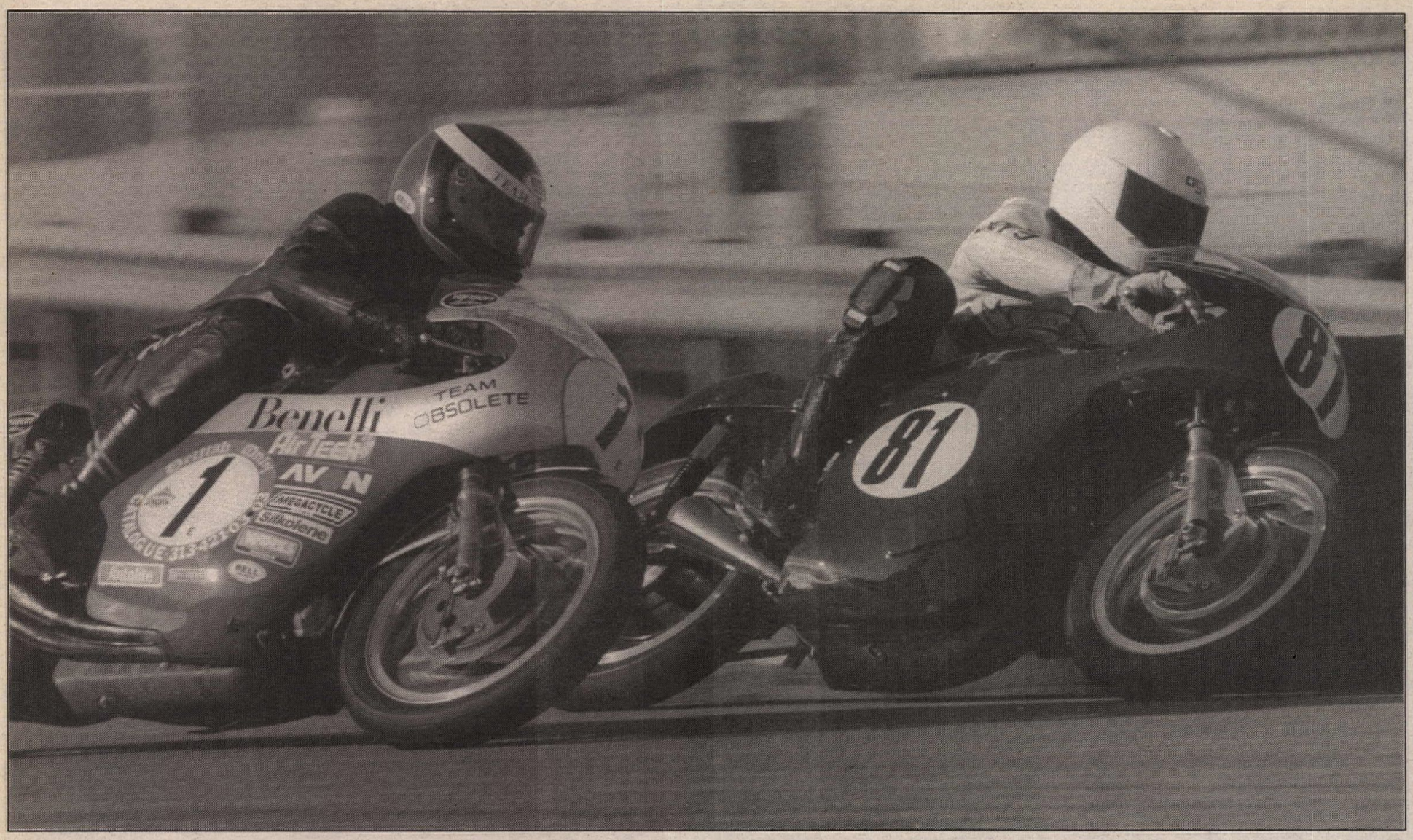
Second-place finishers Southwest Motorsports leave the pits after taking on fuel.



Results

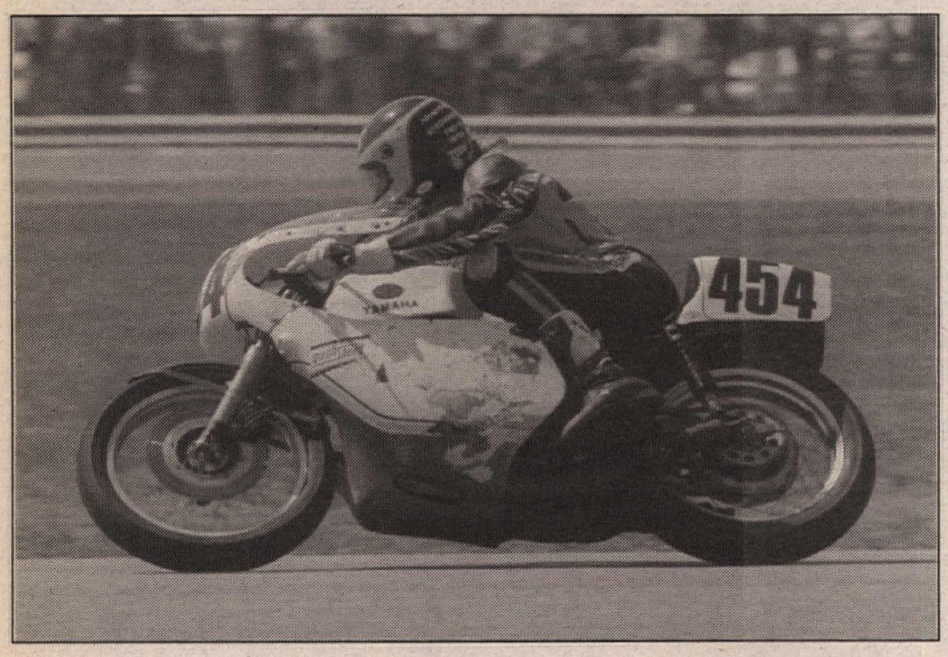
GTU PROVISIONAL RESULTS: 1. American Flyers (Hon); 2. Southwest Motorsports (Yam); 3. Hornblower Racing (Hon); 4. Moto Liberty/Nankai (Hon); 5. Team Norway (Kaw); 6. Raceco (MG); 7. Xtreem Performance (Hon); 8. Gators Havlin (Hon); 9. Keytsone Racing II (Suz); 10. Moto Liberty/Suzuki (Suz); 11. Team Hansen (Yam); 12. Apache Racing Team (Hon); 13. Motorcycles Unlimited (Hon); 14. Marietta Motorsports (Hon); 15. Semoff Brothers Racing (Hon); 16. AGV Sport Group (Hon); 17. Honda-Suzuki World Racing (Hon); 18. Team Pearls Suzuki (Suz); 19. E.L.B. Racing (Hon); 20. Ultra Wheel Racing (Suz); 21. Island Boys Racing (Hon); 22. Team Bikeworx (Hon); 23. Team Pearls Suzuki (Suz); 24. Northwest Racing (Hon); 25. AGV Sport Group (Hon); 26. Maximum Velocity (Yam); 27. JP Performance (Yam); 28. Royal Plastics Racing (Hon); 29. Competition Motorsports South (Yam); 30. Grimes (Yam); 31. Team Techno (Yam); 32. Graphic Racing GTU (Suz); 33. Mad Max Racing (Hon); 34. Weekend Warrior Endurance (Duc); 35. Team Holiday (Hon); 36. Vance & Hines (Yam); 37. Be-Ja Racing (Hon).
Time: 1 hour, 2 min., 0.542 sec.
Distance: 30 laps, 106.8 miles.
Average Speed: 103.340 mph.
Margin of Victory: 5.310 sec.
GTU CHAMPIONSHIP POINT STANDINGS: 1. Hornblower Racing (97/1 win); 2. American Flyers (93/1); 3. Southwest Motorsports (61); 4. Keystone Racing II (60); 5. AGV Sport (55); 6. Gatorshaulin (53); 7. Xtreem Performance (52); 8. Moto Liberty/Suzuki (47); 9. Semoff Brothers Racing (44); 10. Motorcycles Unlimited (43); 11.Semoff Brothers Racing (44); 12. Motorcycles Unlimited (43); 13. Apache Racing Inc (41); 14. Team Hansen (39); 15. Northwest Racing (38); 16. Honda-Suzuki Racing World (34); 17. Island Boys Racing (33); 18. ELB Racing (33); 19. Team Pearls Suzuki (26); 20. (TIE) Team Holiday/Raceco (25).

ROAD RACE AHRMA BMW Historic Cup Series: Round 2



Stephen Mathews (81) battled hard with Dave Roper (1) in the 500cc Premier class. Mathews earned the win aboard a 1960 Matchless, then backed it up with a win in the Classic '60s.

Todd Henning collected wins in four different races and finished second in another.



Mathews, Henning share Daytona glory

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 1

Vintage motorcycle enthusiasts from across the nation flocked to Daytona International Speedway to test not only themselves, but their machines as well against the famous 3.56 mile race track that is the focal point of the facility that is widely known as the "World Center of Racing."

Though the action at the American Historic Racing Motorcycle Association-promoted event may have been a bit slower than that of the world famous Daytona 200, the action proved to be no less exciting as hundreds of riders, totaling over 600 entries, battled for their share of the Daytona glory.

Coming away as the day's big winners were Stephen Mathews of Atlanta, Georgia, and Todd Henning of Provincetown, Massachusetts. After a tremendous battle with perennial favorite David Roper of Hicksville, New York, Mathews came away the victor in the highly-touted 500 Premier class aboard his 1960 Matchless G50. Mathews added to his win list aboard a similar motorcycle, notching the win in the Classic 60s class as well.

"All day, I felt better and better with each lap," said Mathews. "I can't believe some of the breaks I got. I got a great start in the 500 Premier race. That was the key."

Henning was a busy man, as he piloted a wide variety of machines in seven different classes throughout the day. Henning won the Formula 250, 350 Sportsman, 500 Sportsman and Formula 500 classes, and added a runner-up finish in the 750 Sportsman class, as well as a third in the Formula Vintage class to his list of accomplishments.

"I would finish one race, then immediately have to jump on another bike for the next race," said Henning. "It was a wild day, that's for sure."

In the eight-lap 500 Premier race, Mathews assumed the lead within the first few turns, despite starting the race on the fourth row.

"Holes just kept opening up at the start," said the personable Mathews. "I just zipped through the middle and got into the lead."

Chasing Mathews through the horseshoe were Craig McLean, Don Vesco and Dave Pither. Roper, aboard a Team Obsolete 1968 Benelli 350, was mired at the start and began the first lap in seventh, but began a tear through the field that would carry him to the rear fender of Mathews by lap four.

Along with Pither, Mathews and Roper easily outdistanced the rest of the field, while fast-starters McClean and Vesco dropped off the pace with mechanical woes.

On the sixth lap, Roper slipstreamed past Mathews on the banking and assumed the lead, but his luck would soon run out. As they exited the hairpin horseshoe turn, Roper grabbed too much throttle and was promptly spit off.

"I was right behind him," said Mathews. "Luckily, I was on the extreme inside and I missed him and his bike. I looked down and I saw the "Benelli" on his fairing spinning around and around."

With that, the race was Mathews', as he easily fended off the charges of Pither for the remainder of the race and rode to victory. Noel Clegg finished a distant third, well ahead of Bob Jackson and Kurt Liebmann.

In the Classic 60s race, Mathews rode to an easy win aboard another Matchless G50 ahead of 1960 Harley-Davidson 750-mounted Rusty Lowry and 1962 BSA GS pilot Bobby Winters.

"I think I had some motor on everyone else," said Mathews.

Henning began his streak of wins in the Formula 250 race, which was started in a second wave behind the Class C race. After starting fast aboard his 1972 Yamaha TD3, Henning easily shook off his competitors and began to slice through the Class C field, which was being led by Roper aboard a 1951 Velocette KTT. Henning easily passed the entire Class C field, including Roper. Also blitzing through the entire Class C field was 1969 Yamaha 248 rider Yoshi Kosaka, who began to reel in Henning in the latter stages of the race. It was not

to be however, as Henning held on for his first of four wins ahead of Kosaka and Richard Merhar.

Roper scored a landslide win ahead of the rest of the Class C racers, namely Norman Nelson and Stuart Rogers, who rounded out the top three finishers.

Norbert Nickel holeshot the Formula 500 race aboard his 1972 Yamaha 350, but was gobbled up quickly by Henning, Tom Robertson and Gwen Banquer. Once into the lead, Henning held a firm grip on the point position and scored the win aboard his Yamaha TR3. Another TR3 rider, George Oiegar, blasted through the field after starting slowly and nabbed second at the finish, just ahead of Banquer and Rick Doughty.

Honda-mounted Henning battled with Ducati rider John Long in both the 350 and 500 Sportsman classes. In both races, Henning emerged the winner over Long. Chasing the lead duo home in the 350 Sportsman class was Harold Page, while Ralph Auer grabbed third in the 500 Sportsman class. Making his road race debut and finishing fourth in the 350 Sportsman class was five-time 500cc MX World Champion Roger DeCoster. CN

Results

F-500: 1. Todd Henning (Yam); 2. George Oiegar (Yam); 3. Gwen Banquer (Suz); 4. Rick Doughty (Hon); 5. Tom Robertson (Hon).

500 Premier: 1. Stephen Mathews (Mat); 2. Dave Pither (Mat); 3. Noel Clegg (See); 4. Bob Jackson (See); 5. Kurt Liebmann (Hon).

CLSC 60: 1. Stephen Mathews (Mat); 2. Rusty Lowry (H-D); 3. Bobby Winters (BSA); 4. Stuart Rogers (Nor); 5. Tim Stancil (BSA).

F-250: 1. Todd Henning (Yam); 2. Yoshi Kosaka (Yam); 3. Richard Merhar; 4. Michael Perry (Yam); 5. Jonathan Ciener (Yam).

CLASS C: 1. David Roper (Vel); 2. Norman Nelson (Nor); 3. Stuart Rogers (Nor); 4. Fergus Warwick (Vel); 5. Ozzie Auer (NMW).

500 SPTMN: 1. Todd Henning (Hon); 2. John Long (Duc); 3. Ralph Auer (BMW); 4. Cliff Bigoney (Hon); 5. Norman Nelson (Tri).

350 SPTMN: 1. Todd Henning (Hon); 2. John Long (Duc); 3. Harold Page (Hon); 4. Roger DeCoster (Duc); 5. Russell Foard (Hon).

F-VINT: 1. Yvon DuHamel (BSA); 2. Pat Moroney (Yam); 3. Todd Henning (Yam); 4. Jerry Wood (Duc); 5. Kurt Liebmann (Hon).

750 SPTMN: 1. Pat Mooney (Tri); 2. Todd Henning (Hon); 3. Larry Kirby (Yam);4. Stew Kalbfleisch (BMW); 5. Jesse Morris (Tri).

350 GP: 1. David Roper (Ben); 2. Craig McLean (H-D); 3. Scott Borem (Duc); 4. Malcolm Tunstall (Duc); 5. Stuart Rogers (Duc).

250 GP: 1. Scott Brem (Duc); 2. Sven Bley (Mai); 3. Charles Sexton (Bul); 4. Jeff Hecox (Duc); 5. Jason Bessey (Duc).

F-750: 1. Dave Pither (Tri); 2. Yvon DuHamel (BSA); 3. Jeff Gaynor (Hon); 4. Pat Moroney (H-D); 5. Richard Moore (Tri).

PRE-1970: 1. Stuart Rogers (Nor); 2. David Roper (Vel); 3. Rusty Lowry (Ind); 4. Ozzie Auer (BMW); 5. Fergus Warwick.

200 GP: 1. Sven Bley (Mai); 2. Byron Blend (Hon); 3. Bob Barker (H-D); 4. Chris Lacruze (Bul); 5. John Bowman (Ben).

BMW Battle of the Legends II

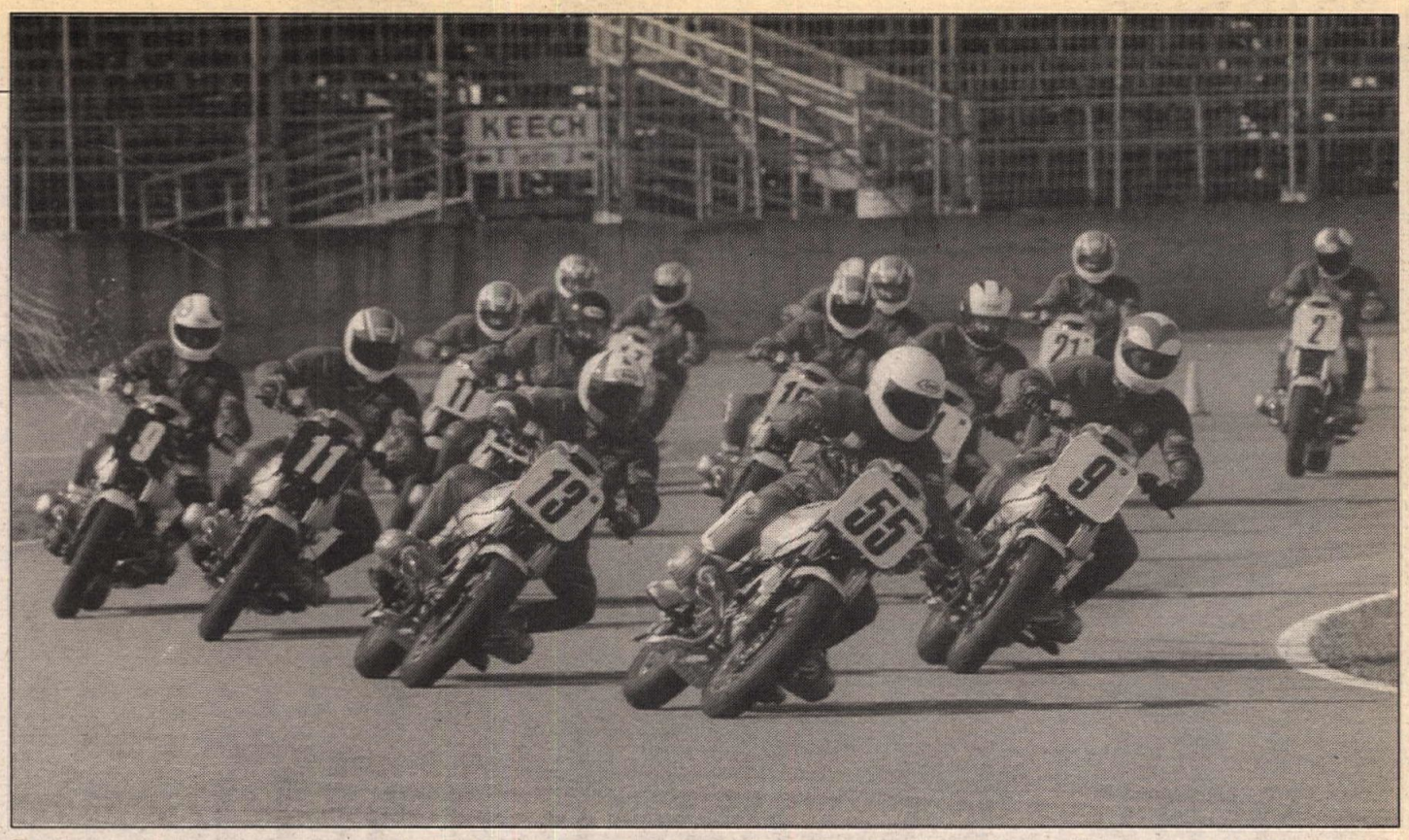
Springsteen still has it

By Donn Maeda
Photos by Kinney Jones

GAINESVILLE, FL, MAR. 1

Between 1975 and 1985, three-time Grand National Champion Jay Springsteen rode a Harley-Davidson XR750 to 40 National wins. Although it may have been quite a while since his last National win, "Springer" proved that he still has what it takes to grab the gold, as he topped a star-studded field to emerge the winner of the 2nd Annual BMW Battle of the Legends, held in conjunction with the second round of the AHRMA/BMW Classics Series.

The race, which was held for the first time in 1992, pitted 15 great racers from the past, and in Springsteen's case - present, against one another aboard identically-prepared BMW R100RS Roadsters in a pair of sprint races. Springsteen secured the overall win with a win in the first leg and a runner-up finish in the second, edging runner-up David Aldana, another veteran dirt tracker; and Yvon DuHamel, last year's Battle of the Legends winner.



Reg Pridmore (55) leads David Aldana (13), Gary Nixon (white #9 plate), Don Castro (11), and Jay Springsteen (black #9 plate).

Three-time AMA Superbike National Champion Reg Pridmore grabbed the holeshot at the start of the first five-lap race with two-time Grand National Champion Gary Nixon, former land speed record-holder Don Vesco and Springsteen in hot pursuit.

The five riders rode in close formation for the first two laps before being joined by Aldana and eight-time World Champion Phil Read, both of whom started poorly. On lap three, all hell broke loose and all seven riders swapped positions repeatedly as they raced down the back straight and around the banking. At the start of lap four, Springsteen held the lead, with Nixon, Aldana and Read close behind.

Aldana assumed the lead on the next lap, but lost it just as quickly when he missed a shift in the back side of the track.

"On one side of the track, you couldn't get past guys, but on the other side you could just zip past," said Aldana. "I missed a shift back there and I figure that it cost me the race."

Springsteen pounced on Aldana's mistake and motored into the lead, but found himself behind DuHamel as they raced towards the checkered flag. Springsteen tucked in behind the French-Canadian and drafted past to score a narrow win.

"Everyone was riding really smooth, and I had a few scary moments out there when my tires were cold," said Springsteen. "As we raced down the back straight, Yvon sort of sat up and looked to the left. I went high and passed him on the right."

DuHamel had an explanation: "The engine would hit the rev-limiter and stop pulling. It would do it on the fast parts of the track, and it was a problem."

Aldana crossed the finish line third, ahead of Nixon and Read.

The second leg Pridmore jetted out to another great start. Aldana, Nixon, Don Castro and Springsteen chased after him, and it was Aldana who was the first to strike.

"I got a good start and figured that I would try to get away real early," said Aldana. "I knew that I could get away. It might have been better for the crowd if I got a bad start, but hey, this is still a race."

Yvon DuHamel hitches a "tow" to winner's circle from David Aldana behind Battle of the Legends winner Jay Springsteen. Springsteen and Aldana each won a leg.

Once into the lead, Aldana proceeded to walk away from the field and he went on to score the win. Springsteen eventually motored into second after a heated battle with DuHamel, and he clinched the overall win by leading DuHamel across the line. Nixon again finished fourth, with Read notching another fifth-place finish.

"Aldana got a good start and got away from us," said a delighted Springsteen. "I tried to play catch-up after that, but it was no use. Yvon and I had a good race."

Once again, DuHamel's machine faltered, and struggled with one cylinder at times.

"It's too bad that the machines weren't equal," said DuHamel. "If the engine had run good the whole time, I think it would have been Aldana and I battling out front."

Relegated to fourth overall, Nixon remained upbeat. "I had a good seat for the show, but I really would have rather had them chasing after me," said Nixon. "Those guys were pretty quick today, and if the race was 100 miles long I would have still gotten fourth. Hey, I got beat." CN

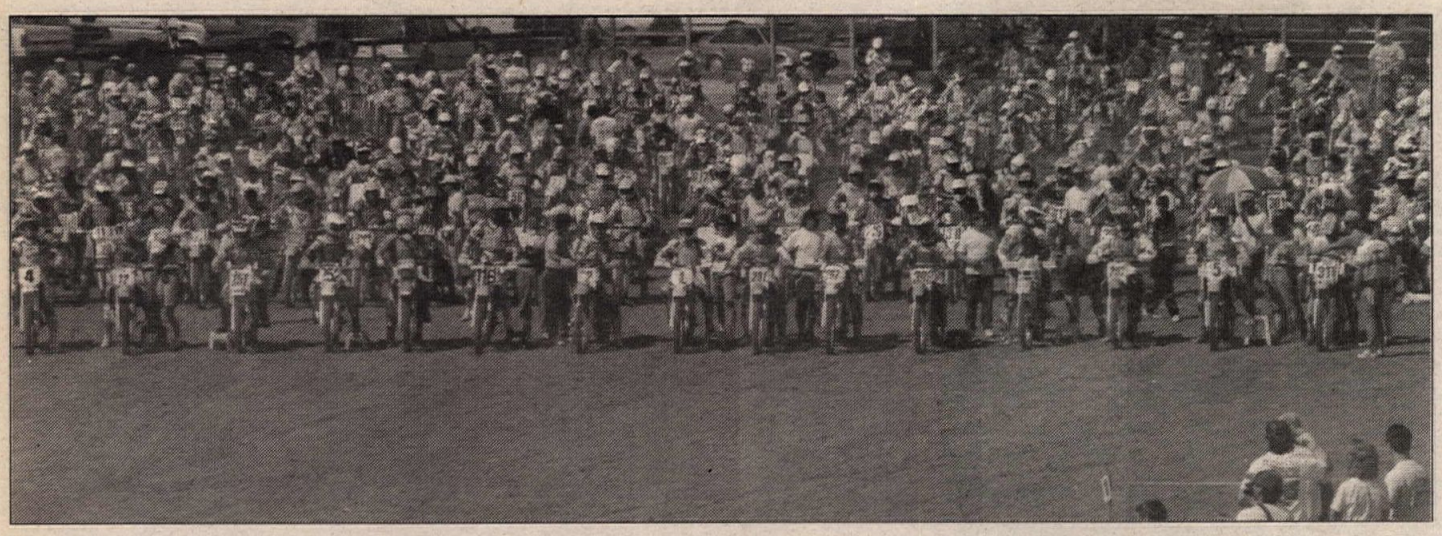
Results

RACE 1: 1. Jay Springsteen (BMW); 2. Yvon DuHamel (BMW); 3. David Aldana (BMW); 4. Gary Nixon (BMW); 5. Phil Read (BMW); 6. Reg Pridmore (BMW); 7. Don Emde (BMW); 8. Hugh Anderson (BMW); 9. Don Vesco (BMW); 10. Walter Villa (BMW); 11. George Roeder (BMW); 12. Don Castro (BMW); 13. Bart Markel (BMW); 14. Roger Reiman (BMW); 15. Walter Zeller (BMW).

RACE 2: 1. Aldana; 2. Springsteen; 3. DuHamel; 4. Nixon; 5. Read; 6. Pridmore; 7. Villa; 8. Emde; 9. Anderson; 10. Reiman; 11. Vesco; 12. Roeder; 13. Castro; 14. Markel; 15. Zeller.

O/A: 1. Jay Springsteen (BMW); .2 David Aldana (BMW); 3. Yvon DuHamel (BMW); 4. Gary Nixon (BMW); 5. Phil Read (BMW); 6. Reg Pridmore (BMW); 7. Don Emde (BMW); 8. Walter Villa (BMW); 9. Hugh Anderson (BMW); 10. Don Vesco (BMW); 11. George Roeder (BMW); 12. Roger Reiman (BMW); 13. Don Castro (BMW); 14. Bart Markel (BMW); 15. Walter Zeller (BMW).

OFF-ROAD AMA Wiseco/Yamaha Grand National Cross Country Series: Round 1



More than 350 off-road riders turned out for the opening round of the GNCC Series at the Ocala Motorsports Park.

Andrews scores big at Ocala

By Davey Coombs
Photos by Jim Talkington

OCALA, FL, MAR. 2

Motocrosser Fred Andrews upset a talent-packed field of 350 off-road riders at the opening round of the National Cross County Series at Ocala Motorsports Park. Andrews, a 27-year-old Yamaha rider from Salem, Ohio, and an AMA pro MXer, opened up an early lead over defending series champ Scott Summers and West Coast interlopers Larry Roeseler, Ty Davis and Rodney Smith to win the first off-road National of his career.

"I grew up riding hare scrambles," said Andrews, who is backed by Andrews Honda-Yamaha, Pro-Circuit, Shoei, Wiseco, Smith, Pit Stop, Maxima, Dunlop, Acerbis and Answer. "I didn't even start motocross until my brother Joel started into it and kind of brought me along. Today I just tried to go as hard as I could for as long as I could and then just take it from there."

Summers, the defending champ, lost second overall in the waning moments of the three hour-long event when his Honda XR600 four-stroke ran out of gas. That allowed Kawasaki teammates Roeseler and Davis an opportunity to secure the second and third overall positions, respectively. Summers was able to get some fuel from spectators out on the trail and was able to garner fourth overall in front of Suzuki's ISDE star Rodney Smith.

The Ocala course, laid out by series organizer Dave Coombs, may have been one of the toughest courses the series regulars have seen in some time. Cutting through the remains of an old limestone quarry and the surrounding fields and forest, the six mile-long circuit became a whooped-out maze. With so many riders participating in the run the trail was transformed into a square-edged washboard in the hard-pack sections; the sandy stuff was even rougher. Overall winner Andrews said, "It was like riding up and down a bunch of stairsteps."

Besides Andrews, two other MXers - Scott Sheak and Joel Dengler - scored class victories in the day's proceedings. All three of the riders mentioned were taking part in the race as training for the next weekend's Daytona Supercross.

Aaron Hough secured the early lead from the first crowded row of Pro class riders.

"I got a good start, then when we got into the woods, I looked back and nobody was there," said Hough. "I didn't know where they all went!"

Hough stayed at the front for a lap and a half before Andrews went past him. "I think I just wore myself out leading that first lap. I tried to peak and hold on, but those guys went past me all together - Summers, Plessinger, all those guys - they were all really clicking together. They went past me so fast that I couldn't get my pace back up."

Suzuki's Smith also had a good start but said afterward that he never saw Hough, who may have inadvertently taken the "Novice" path around a steep downhill/uphill section at the 2.5-mile marker. "I had the holeshot and led the entire first lap," said Smith. "Then Andrews (who started eighth) was right behind me on the second lap as we got up with a bunch of lapped traffic. We got to a bog where there was five or six riders stopped together. I stopped and Fred stopped, then I went in first. I thought that I could drop down into the mud and get by but it didn't work. I sunk the bike and that was it. I must have lost positions digging myself out."

"I made my way up through and when the trail went left two guys went to the right; I guess that was the Novice trail," said Andrews of the early mix-up on the trail. "I thought they might miss a check but they weren't punching cards on the first lap. After a while Ty Davis let me by and then Rodney and I got to the mudhole together. He got stuck and I didn't."

Andrews would never be headed again in the race.

"I had a pretty good start, maybe fifth or sixth," said Roeseler. "Everyone was banging around pretty good. The pace was real good at the beginning, but it was sort of 'follow the leader.' My arms started to tighten up right away."

"I got another really bad start," said Summers, who has had problems starting his big Honda with just one kick. "I had a three- or four-kick start; everyone else was already in the first turn. I caught up pretty good but Andrews was already way out front."

Doug Blackwell, series runner-up in '92, was an early casualty of the sandy course. "I twisted my back in one of those whoop-de-do sections," said Blackwell. "My upper body went one way and my lower body went another. It doesn't hurt too bad now but it sure did when I was riding. I had to pull out. It was very physically demanding out there; I wish there had been more trees or something."

Yamaha's Jan Hrehor was thought to be an early favorite to win the event but a chest virus kept him from even finishing.

"I had trouble with my fluids all day long," said National Enduro Champion Randy Hawkins. "I got pretty dehydrated, so I was never really in the race. I had a bad start, my arms pumped up, and then I had something happen to me that's never happened in my entire career: I had to stop and use the bathroom! I just started getting sick because I had to urinate so bad. I think it was all of the bumps out there. I guess it was just an extra pit stop."

"I got within about 15 seconds of Andrews at one point but then I started making mistakes and having problems," said Summers. "My hands were really blistered by then and I was having trouble even holding on. Then I had problems with gas leaking on to my legs." The leakage would later prove costly for Summers; he ran out of gas with about one mile to go.

"I broke a reed or maybe had too much dust in my air filter because the bike was acting like it was running out of gas," said Andrews. "I slowed down to get back to the pits and Summers started to really catch me. I gassed up, so I knew I was going to run out. I just tried to ride the bike to the finish as best as I could. One thing I did was nurse the bike through the woods and then pin it on the motocross track when Summers could see me. I was hoping that he would think that I was going a lot faster than he was but had stopped for gas or something. I figured it was worth a try."

Team Green's Scott Sheak, a Pro-Am motocrosser from New York who was competing in his first-ever "woods" National, earned the 250cc A class victory on his way to a solid sixth overall. At one point the 19-year-old racer was within a minute of the overall lead after having started on the second row. However, the length of the race proved to be too much.

"I had a lot of fun out there but I got really tired," said Sheak. "The last two laps I really slowed down because I started losing teeth on my back sprocket and the chain was jumping around, so I had to take it easy. But the race was cool; I had a lot of fun. It was weird because I never knew where anyone was, so I just went all out for as long as I could."

Roeseler felt that the growing roughness of the course had a lot to do with his advancement. "The track was getting really difficult and I knew that everyone was getting tired. I just kept pushing and pushing because I knew that the pace was slowing down. I guess I had a little reserve left."

Smith also had some muscle left and he overtook the surprised Sheak with two laps to go. "I had been riding real hard all day without a water bottle," said Smith. "It broke early and I lost all of my fluids. I was really dehydrated and after a while I hit the wall. I finally stopped to get something to drink."

Roeseler was able to draw within 40 seconds of Andrews at the finish after overtaking Summers.

"I really started to push hard the last three or four laps," said Roeseler, who turned 36 the week prior to the event. "I passed Rodney and Ty and started to catch Scott in that last hour. Some people out there were cheering me on and they gave me a chalkboard that said he (Summers) was nine seconds ahead," said Roeseler. "I could hear him through the trees and at one point I saw his helmet, so I knew that I was getting close. But I was also running out of time. Then I came around to the last check and he was just sitting there. I guess that's where he ran out of gas. I wasn't about to ask any questions because I didn't know how in front Fred was, so I just took off for the finish."

"I just ran out gas with about a mile to go," said Summers. "I was lucky that we were at a check point because the guys working the check had four-wheelers. They found a bottle in the woods right there and they gave me enough gas to get to the finish. It cost me two spots. I guess I can say I was the fastest four-stroke on the track today."

"It was tough, definitely tough," said Davis of his first-ever GNCC series event. "I got a good start but then I crashed and had to play catch-up. I hit Summers so hard on a uphill. I was using a line to the left while he was going straight up the middle and then cutting over into my line. I really nailed him! I went back to the left and he went right, then when we slammed again. Wham!"

"When I reached Larry I just stayed with him to watch his lines and try to keep his pace," said Davis. "We swapped places a few times; we were never really that far apart. A pin came out of my brakes towards the end and it really slowed my drive towards the end."

"I'm going to do all of the Nationals (motocross) this year, but I am going to do as many of the cross country races as I can, just to see how I can do and take it from there," said Andrews. "I've done the motocross thing and I can still do well at it but the factories are starting to put money into cross country, too, and I like doing this."

"It feels really good to win because last year my brother (Joel) rode these but he was never able to win because of bad luck," added Andrews. "He even ran out of gas once right at the very end while winning. I won today but I feel like giving the trophy to him." When Andrews was given a bottle of champagne in the winner's circle he told race announcer John Ayers, "I did this on my own as a privateer; I'd like all of the factory guys to sit in front so that I can spray them all."

Joel Dengler, another moonlighting

Motocrosser Fred Andrews (shown) scored the overall win ahead of Larry Roeseler.

pro motocrosser, topped the 200cc A class after battling for more than two hours with Shane Lawson. But Lawson was forced out of the race with two laps to go when he picked up a rope in his back wheel and lost his rear braking system.

"I thought that my bike was seizing but when I looked down I saw the rope in my wheel," said Lawson. "It heated up my rear brake. They finally got so hot the brakes seized up. It even fried my clutch."

Ocala's own Jon Ortner, was the high-finisher in the Vet A group after dueling with Ohio's Tim Shephard all day long. Ortner, a 31-year-old Honda rider, was 21 seconds clear of Shephard after more than three hours of racing; both riders completed all 11 laps. CN

Results

O/A: 1. Fred Andrews (Kaw); 2. Larry Roeseler (Kaw); 3. Ty Davis (Kaw); 4. Scott Summers (Hon); 5. Rodney Smith (Suz); 6. Scott Sheak (Kaw); 7. Aaron Hough (Kaw); 8. Randy Hawkins (Suz); 9. Thomas Norton (Kaw); 10. Joel Dengler (Kaw); 11. Robert Phillips (Hon); 12. Jon Ortner (Hon); 13. Tim Shephard (Yam); 14. Gene O'Nail (Kaw); 15. Blair Sharpless (Suz); 16. Chris Smith (Suz); 17. Scott Plessinger (KTM); 18. Darryl Kuenzer (Yam); 19. Tommy Harris (Yam); 20. Steve Leivan (Yam);

PRO: OV Andrews; 1. Roeseler; 2. Davis; 3. Summers; 4. Smith; 5. Hough;

OPEN A: 1. Phillips; 2. Harris; 3. Richard Kemman (Kaw); 4. Kevin Lorden (KTM); 5. David Santi (Yam);

250 A: 1. Sheak; 2. O'Nail; 3. Sharpless; 4. Smith; 5. Alex Cox (Kaw);

200 A: 1. Dengler; 2. Stanley Lojak (Yam); 3. Craig Jones (Kaw); 4. Jeff Lauth (Kaw); 5. Ryan Campbell (Kaw);

4/STRK A: 1. Joseph Lawson (Hon); 2. Derek Wedding (Hon); 3. Rodney Judson (Hon); 4. Pat Post (Hon); 5. Keith Allen (Hon);

VET A: 1. Ortner; 2. Shephard; 3. Kuenzer; 4. Richard Kresic (Yam); 5. Philip Carlin (Yam);

SR A: 1. Terry Mealer (Yam); 2. Richard Daly (KTM); 3. Joseph Hull (Yam); 4. John Gallagher (KTM); 5. Thomas Marsh (Yam);

S/SR A: 1. Emmett Cox (Yam); 2. Robert Caplinger (ATK); 3. Lewis Beattie (Kaw); 4. Charles Wicker (Hon); 5. David Fitzgerald (Kaw);

OPEN B: 1. Elmar Kruza (KTM); 2. David Gaitan (Hus); 3. Ronald Walker (Kaw); 4. John Gillespie (Hon); 5. Richard Lukaesko (Yam);

250 B: 1. David Wagner (Yam); 2. Mike Welsh (Yam); 3. Eric Sauer (KTM); 4. Ty Seymour (Yam); 5. Daryl Allman (Hon);

200 B: 1. Mark Tinnin (Yam); 2. Kelvin Hull (Yam); 3. Barry Barnes (Hon); 4. Robin Spacht (Kaw); 5. Michael Settle (Suz);

4/STRK B: 1. Eddy Taylor (Suz); 2. Rick Sims (Hon); 3. Kenny McGee (Hon); 4. Mark Martin (Hon); 5. Timothy Harmon (Hon);

VET B: 1. Fred Bashor (Suz); 2. Mark Salapow (Yam); 3. Jim Marchant (Kaw); 4. Mike Meleski (Hon); 5. Sam Forrester (Yam);

SR B: 1. Steve McSwain (Suz); 2. John Dunn (Kaw); 3. Richard Scott (Yam); 4. Steve Zdybicki (KTM); 5. Stephen Sommers (Hus);

S/SR B: 1. Cornelius Scharphorn (KTM); 2. David Sanders (Kaw); 3. Thomas Rickbrodt (Hon); 4. Donald Harless (Yam); 5. Duke Barwirk (Hon);

250/OPEN C: 1. Trevor Hoeckele (Yam); 2. Don Blanding (Kaw); 3. Jeremy Primmer (Yam); 4. Rod Stuckey (Kaw); 5. Jason Panther (Suz);

125/200 C: 1. Aaron Penton (Hus); 2. Guy Russell (Hon); 3. Bill West (ATK); 4. Kenneth Jones (Hon); 5. Thomas Maesekenthin (Kaw);

TRAIL RIDER: 1. Thomas Woodford (Hon); 2. Terry Long (Yam); 3. Mark Schmidt (Hon)

VNT: 1. Tim Brown (Bul); 2. Mike Atkins (BSA); 3. Ken Marecak (BSA).

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"We want to be your favorite charity"

Steve Hatch (shown) nipped former Gator winner Joe Hopkins by four points.

MXer Guy Cooper finished seventh overall on an electric start DR250S dual sport bike.

Hatch splashes to Gator win

By Davey Coombs

FLAGLER, FL, MAR. 4

Team Suzuki's Steve Hatch scored the overall win at the 43rd running of the Alligator Enduro. Suzuki RMX250-mounted Hatch slithered to a low score of 40 points in the rain-plagued event that hosted a record 571 riders. His score was four better than the runner-up, former Alligator winner Joey Hopkins. Rounding out the top five overall in the delayed-then-shortened enduro were 250cc A class winner Michael Myers, Team Husqvarna's Kevin Hines, and defending National Enduro Champion Randy Hawkins.

"I just had one of those days," said Hatch, a first-time Alligator winner. "You know, where everything just seems to go your way. In an event like this you just have to think before you ride and worry about your scores later. Everything just sort of worked out for me in the end."

The event, organized by the Daytona Dirt Riders, was a true survival test. The course was originally set to include nine checks and approximately 80 miles of trail in the Relay Wildlife Management Area in Flagler County. But torrential downpours the evening before Thursday's enduro put much of the trail under water. The club even considered canceling the event.

"We had to scramble at the last minute to change the start after last night's rain," said trailboss Len Puckett.

The event started at 10:01 a.m., an hour later than scheduled, and it was obvious from the start that the event was going to be a wet one. The riders left in rows of five from an old tram road and immediately started into the trees. But pools of water lay everywhere and the usually fast, sandy run became a slow parade through never-ending puddles of water. Late in the day the parade ended prematurely when problems developed with the last two of the nine checks. According to one team manager, the check personnel could not make it to their assigned stations through the water, causing the first few competitors to arrive at un-manned check points. The organizers quickly decided to throw the last sections out all together.

"Man, it's rude out there," said Team Green's Larry Roeseler after the first 36-mile loop. "You can't believe how bad it is out there; it's worse than I imagined. You could ride a Jet Ski around the whole course. There's about a foot of standing water everywhere and you can't see what's under it."

Roeseler did not go back out for the second loop. "I jammed my wrist against my Bark Buster when I fell once," said Roeseler, a former Alligator Enduro winner. "I tried to keep it going but the pain is just too great. I really don't think that it's worth it to go back out there."

Suzuki's Randy Hawkins was also having problems with the hand guards on his machine. "My clutch-side Bark Buster started to come off and I tried to keep it on as best I could," said Hawkins. "I finally just had to let it go and then I really started making mistakes because I started thinking about it too much."

Later in the day Hawkins began having trouble with a kick-starter that would not stay tucked against the engine. "The kick-starter was flopping around everywhere. That don't sound like much, but when you're trying to stay out of the water, keep time and watching where you're going, it can really mess up your concentration.

When Hopkins came in for his first gas stop, Team Green technicians Greg Quador and Jeff Chambers immediately went to work on his modified Kawasaki KX250. They changed both sets of brake pads, adjusted the chain and affixed a new air filter while trying to keep Hopkins close to Hatch.

The first-loop scores showed that Hatch was fairing better than his teammate Hawkins. Hatch had racked up

Michael Myers scored the 250cc A class win by finishing third overall.

14 points to Hawkins' 19 by the gas stop.

"I'm just trying to keep my eyes focued on the trail but you really can't see anything under the water," said Hatch. "I think that it's better to take five seconds to make the right decision than it is to just blast through everywhere. The water and sand here can cause some real problems to a motorcycle."

Hawkins proved Hatch's point. When Hawkins' Suzuki sucked in too much water, it appeared he was on his way to registering a DNF for the day, but he was fortunate enough to make it past the seventh check before drowning out. At that point he had a score of 47 and was tied with Hines for fourth overall. However, Hines won a tie-breaker by a reported three seconds.

"The trail is really, really tough," said Hopkins. "The water makes it pretty difficult to see where you're going, and the trail is getting really wide from people trying to go somewhere new every time. I don't think that it's going to get any better."

Hopkins' primary problem throughout the enduro was with the aforementioned brakes.

Jeff Russell, the 1991 National Enduro Champion, also struggled with bike problems all day long. "I'm riding a new KTM 400 four-stroker with about 50 miles on it," said Russell. "I don't think that this was the best event to do a little R&D (research and development). The bike feels all right but it's hard to tell what it's doing with all the water and mud out there."

Russell was never in contention on the new four-banger and had the misfortune of running out of gas in the late stages.

Enduro fans were treated to an appearance by 1990 National 125cc MX Champion Guy Cooper. Cooper rode a Suzuki DR250S to a an impressive seventh overall, finishing just three points behind Canadian Blair Sharpless.

"The electric starter was great but I couldn't figure out how to use the thing at first," said Cooper. "I didn't know about having to have the kick-stand up and all that. Every time I stalled it, I just hit the little button and away I went." CN

Unofficial results

1. Steve Hatch (Suz); 2. Joey Hopkins (Kaw); 3. Michael Myers (Kaw); 4. Kevin Hines (Hus); 5. Randy Hawkins (Suz); 6. Blair Sharpless (Suz); 7. Guy Cooper (Suz); 8. George Waller, Jr. (Kaw); 9. Kelly Getz (KTM); 10. Mike Stevens; 11. Doug Deacon; 12. Robert Possehl.

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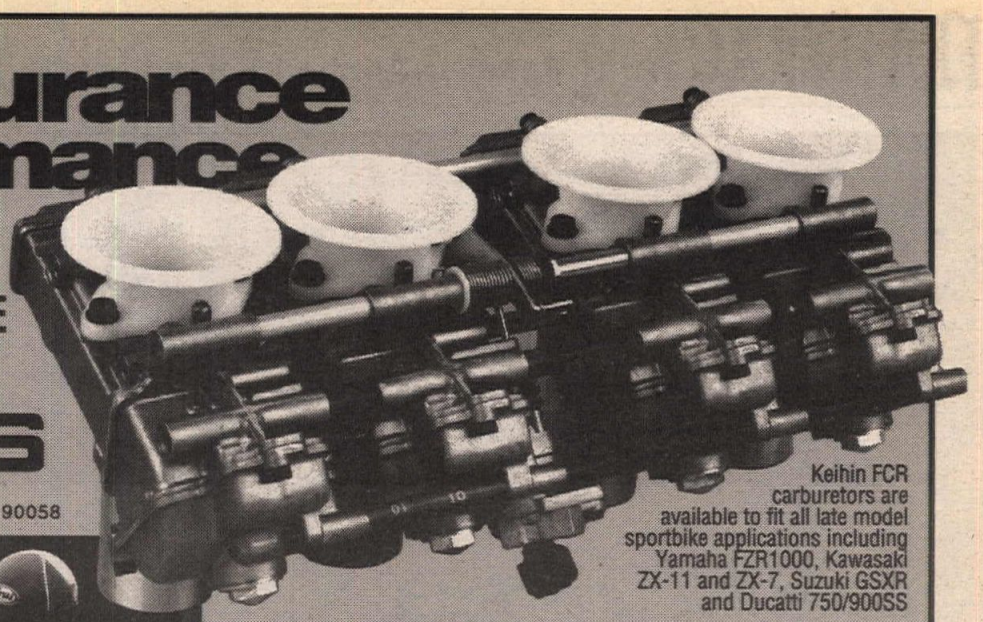

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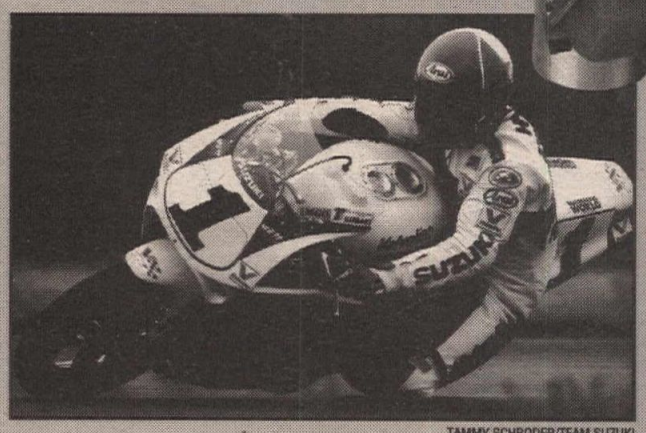

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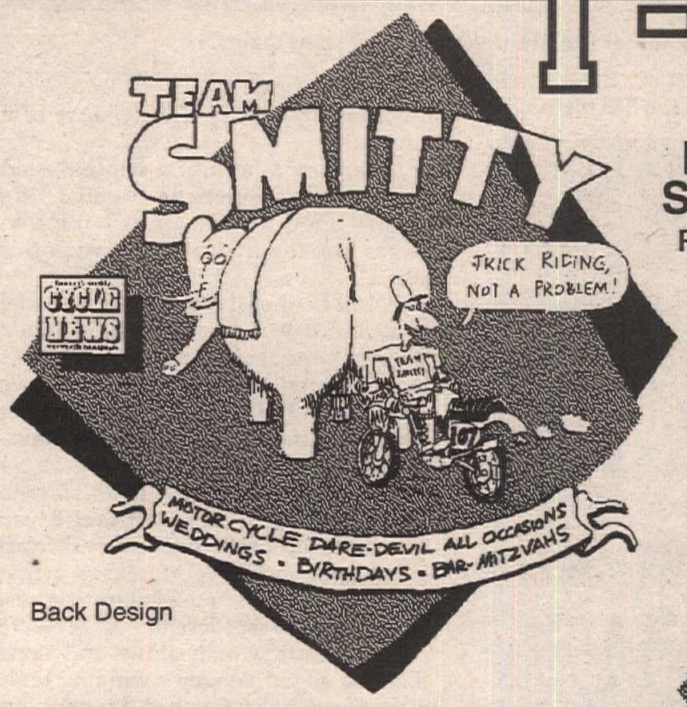

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"1992 BINGHAMTON MOTOCROSS NATIONALS"

(#158B) Injuries began to play a major role in the outcome of the AMA National Motocross Series. As the pros came to the Binghamton, New York stop of the series (Round #9 for the 125's; Round #10 for the 250's) Damon Bradshaw was out, and Jeff Stanton would only need to deal with J.M. Bayle and Mike Kiedrowski for the 500cc title. Few knew how well Kiedrowski would show continued progress in the remaining rounds.

Guy Cooper was also out of the 125's for the remainder of the season, leaving Jeff Emig in an all-out fight to catch 125cc points leader Mike LaRocco.

Binghamton played out a turning point in the 1992 AMA National MX Series, and all the action, interviews and color is on this 48-minute video from Powersports Video.

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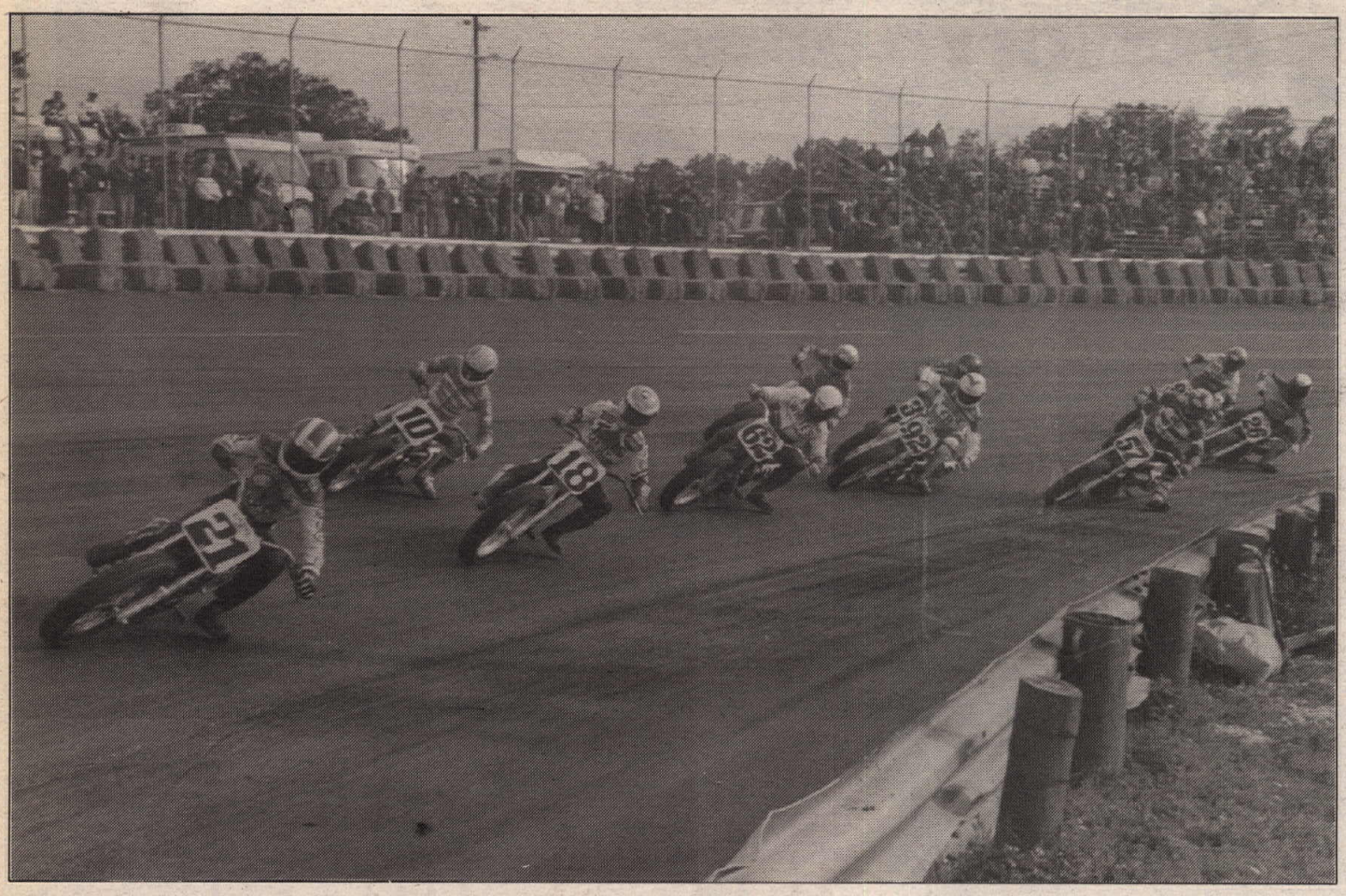
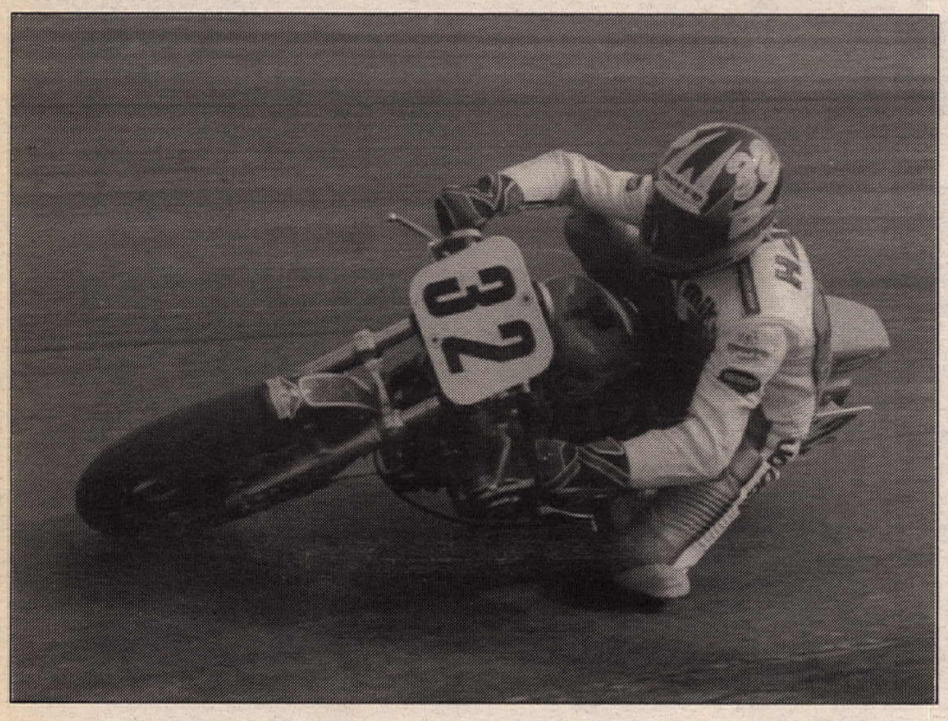
FLAT TRACK Motorcycle Asphalt Racing Series: Round 1



Will Davis (21) led Terry Poovey (18), Greg Sims (10) and Steve Burkholder (62) at the start of the Expert main.

Texan Mike Hale "road raced" his way to the win in the Harley-Davidson 883 main.



Davis edges Poovey in Barberville thriller

By Dave Hoenig
Photos by Flat Trak Fotos

BARBERVILLE, FL, FEB. 28

Will Davis and Terry Poovey provided plenty of excitement at the opening round of the '93 Motorcycle Asphalt Racing Series (MARS), as they circulated the paved half-mile oval at Volusia County Speedway only inches apart for the majority of the 15-lap main event. Though Poovey led the majority of the laps, it was Davis who led the all-important dash across the finish line.

Less than one month prior to the race, Davis found himself lying in the intensive care unit of a Goldsboro, North Carolina, hospital after suffering facial lacerations and a broken jaw in a head-on truck/car crash. Davis' jaw was still wired shut at Barberville, but that obviously didn't slow him down.

"It's been a heck of a winter," said Davis through clenched teeth. "It's always good to win. I just hope that this is just the first of many wins this year."

A full field of Experts took time trial laps, and it was Poovey who stopped the clock quickest. The quiet Texan's 18.373 second lap earned him the pole position in the first of six heat races that each offered only one direct transfer to the main.

Poovey led that heat from start to finish, leaving James Hart and Bryan Villella to do battle over second. Hart led Villella and Steve Morehead across the line, but they, along with the rest would have to race a semi.

Davis easily won heat two and along the way edged Poovey's winning time. Steve Burkholder finished a lonely second ahead of Scott Buchan and Chance Darling.

Greg Sims, Ted Taylor, Ricky Graham and Danny Koelsch all battled in the third heat. Graham passed Taylor for second, but was slowed by mechanical problems. Sims won, edging Koelsch and Taylor.

Rusty Rogers owned heat race four, and finished well ahead of Canadians Steve Beattie and Chris Evans.

The fifth heat saw Dan Ingram leading Brian Tillson, until Steve Marth - who was running midpack - fell and brought out the red flag. On the restart, Craig Estelle grabbed the lead ahead of Tommy Colson and Tillson. Ingram's Honda threw a chain and Estelle also fell victim to a mechanical failure. Tillson took command and led Colson and Harold Dorsey home.

Erik Graybeal led the last heat, but Rodney Farris and Brett Landes powered past. Farris went on to win easily, but Graybeal passed Landes back for second.

Three semis were run, and each of them offered two final transfer spots.Burkholder, Koelsch and Taylor ran nose-to-tail in the first semi, with Taylor the odd-man-out. James Hart led the second semi until the halfway mark, when Villella blasted past and walked away with it. Hart held on for second. Graybeal opened up a big lead in the third and final semi, but dropped out in the closing laps with a dead bike. Beattie and Landes snatched up the two transfer spots. With that, the stage was set for the main.

Poovey grabbed the feature's holeshot with his Texas Harley-Davidson-sponsored XR600 at the wave of the flag and led Davis through the first turn. Davis was only inches behind, and pulled alongside Poovey several times. But each time, Davis found himself coming up a little short and forced to play follow the leader.

"Terry went fast all day long," said Davis. "I got up on the outside of him several times, but I never had a real chance to pass him."

Meanwhile, Beattie rode a lonely race in third, well ahead of Sims, Tillson and Burkholder, who raged a ferocious battle over fourth.

Finally, on the next-to-last lap, Davis found his opening and went past a disappointed Poovey to take over the lead.

"I finally saw a spot where I could just go and brainlock," said Davis. "I held it wide open and powered around him."

Davis held on to the finish to earn the win aboard his Mother Fletchers/Bell/Motion Pro/Fun products/SBS/Dennis Town-sponsored machine, just inches ahead of Poovey and well ahead of Beattie. Sims lost fourth on the last lap to a hard-charging Burkholder. Rogers, Tillson, Koelsch, Farris and Hart rounded out the top 10.

Mike Hale ran away with the first Harley 883 heat race, oddly enough aboard his road race machine.

"It takes a while for the tires to heat up, but then it sticks real good," said Hale. "You can slide the 883s set up for dirt track, but I think my road racer will be the way to go in the main."

Following Hale across the line in the first heat and into the main were Villella and Graham.

Heat two saw Larry Locklear grab the early lead over Morehead, but the crowd got up on its feet when Jay Springsteen came from out of nowhere to swoop into the lead. Unfortunately for Springsteen, his bike emitted a puff of smoke soon after and he was done for the evening. Locklear went on to win, while Chuck Blackmon passed Morehead on the last lap for second.

The last heat belonged to Dick Koehler after his teammate, Steve Champine, dropped out of contention. Ty Wallace finished second, well ahead of Roy Hart.

Hale missed a great race in the 883 main event. At the wave of the green flag, Hale slipped into the lead and pulled away, riding road race-style aboard his Bartels' H-D/Bieffe/Motion Pro/Vanson/Kal-Gard/Joe Schmoe Graphics-sponsored Harley.

Behind Hale, though, a six-man war for second raged and it involved Locklear, Blackmon, Koehler, Wallace and Villella. All of them seemed to be using different lines and riding techniques. With Hale already crossing the finish line the winner, Villella was the man to watch, and he charged into second. Blackmon finished a close third, ahead of Locklear and Koehler. CN

Results

EX: 1. Will Davis (Rtx); 2. Terry Poovey (H-D); 3. Steve Beattie (H-D); 4. Steve Burkholder (H-D); 5. Greg Sims (H-D); 6. Rusty Rogers (H-D); 7. Brian Tillson (Rtx); 8. Danny Koelsch (H-D); 9. Rodney Farris (H-D); 10. James Hart (W-R); 11. Brett Landes (Rtx); 12. Bryan Villella (Rtx).

883: 1. Mike Hale (H-D); 2. Bryan Villella (H-D); 3. Chuck Blackmon (H-D); 4. Larry Locklear (H-D); 5. Dick Koehler (H-D); 6. James Hart (H-D); 7. Ty Wallace (H-D); 8. Ricky Graham (H-D); 9. Donnie Kruzinski (H-D); 10. Mike Scott (HD); 11. Roy Hart (H-D); 12. Steve Morehead (H-D).

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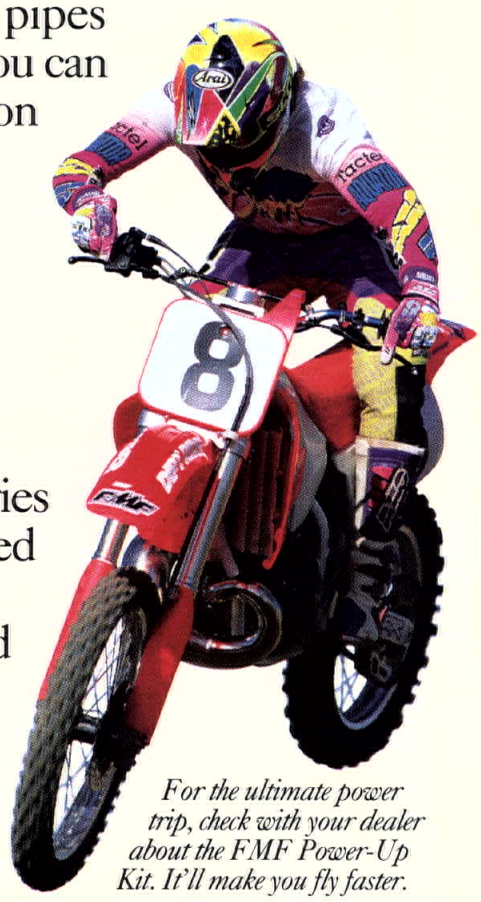

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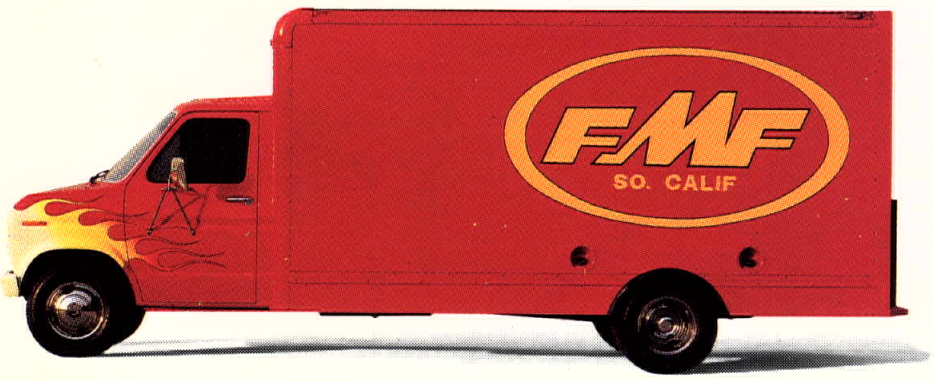
The Gold Series pipes are available for all 1993 motocrossers. In fact as you read this, top pro motocrossers such as Bobby Moore, Mike Healey, Damien Plotts and Cliff Palmer are racing with our 1993 Gold Series pipes.

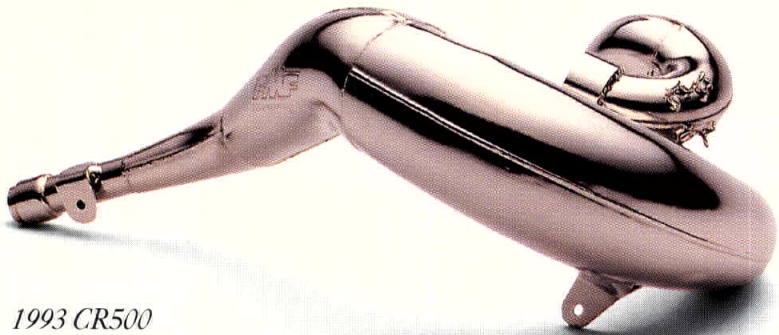


Racers sometimes need professional help, so that's why we send FMF technicians to the races. Look for the FMF Technical Support van coming to a race near you.

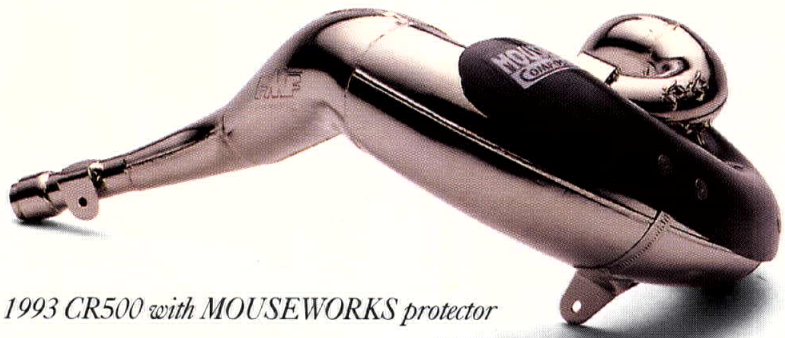
Plus, the top future stars are using FMF like hard-charging Timmy Ferry and Team Green's Ricky Carmichael.

The Gold Series from FMF is also available for all models of off-road/enduro machines and ATVs. We have a full line of pipes that are guaranteed to make your RMX, KDX or XC roost. For added protection, we now stock the super light and super strong carbon fiber MOUSEWORKS pipe protector. Get it on.

FMF backs Team Suzuki Off-Road. Watch' em fly in '93.

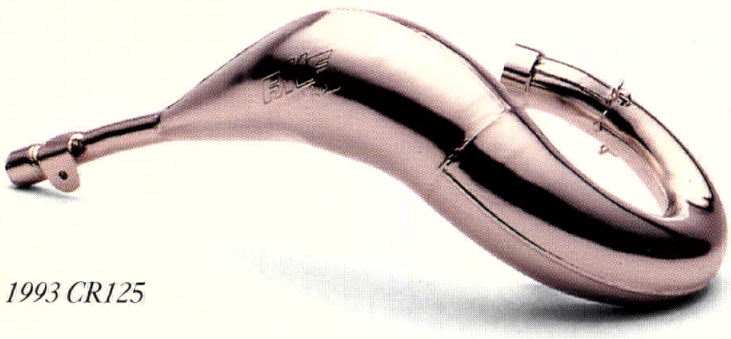


1993 CR500



1993 CR500 with MOUSEWORKS protector

1993 CR250



1993 CR125

Celebrate and Win At The BRITISH grand PRIX

YAMAHA

come Celebrate With Us

Wayne Rainey

We've got incredible news: For the third consecutive year Wayne Rainey has clinched the World Roadracing Championship! • In honor of his three-time hat trick, Yamaha dealers across the country have joined together to throw one of the biggest celebrations in motorcycle history! • And you're invited! • We're celebrating by taking five lucky winners (and their guests) on a fantastic all expense paid trip to Europe. • For several memorable days, you'll sprint through the scenic British and French countryside aboard a remarkable new GTS1000A. Your final destination will be Donnington Park for the British round of the 1993 World Championship Grand Prix series. • When you arrive, you'll experience a whole race weekend in "Wayne's World", hanging out with the Champ, meeting Kenny Roberts and rubbing pit passes with the rest of the Team Marlboro/Roberts Yamaha crew. You'll be "factory sponsored" for the whole trip! • Even if you aren't one of the five lucky winners, you can still place well. Fifty people will win passes for two to the U.S. round of the World Championship series, which will return this year to Laguna Seca Raceway in Monterey California on September 11th & 12th. • And 500 lucky third place winners will get the ultimate home movie—a video copy of Wayne Rainey's 1992 roadracing season.

5 1st prize winners

How can you sign up to win this event? It's easy.

now thru APRIL 30th

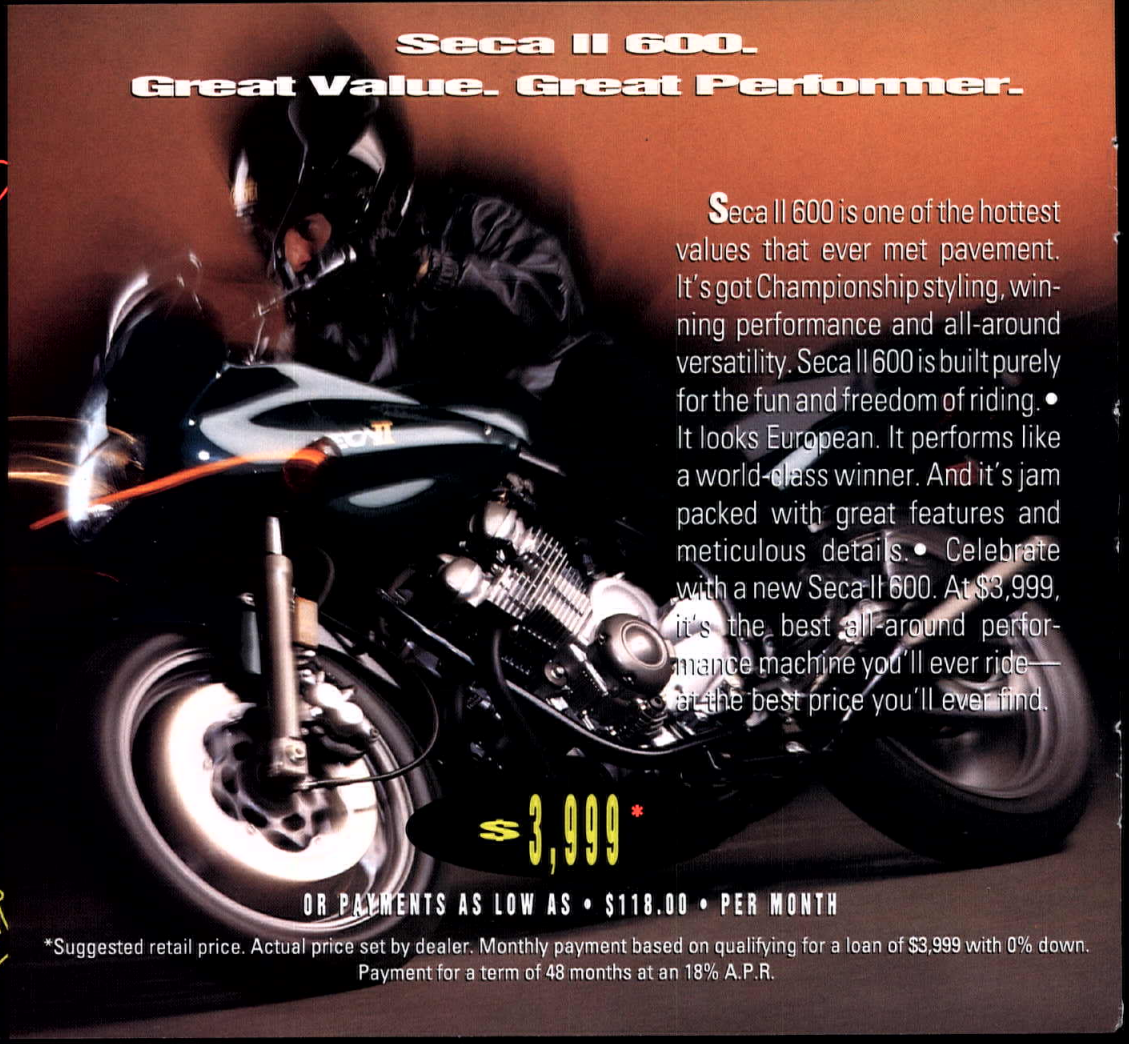
Just fill out and tear off the entry form you just received, and blast down to your local Yamaha dealer. Then just drop your entry into the box at the Wayne Rainey World Championship display. • Good luck—and we hope to see you with Wayne in England!

While you're there, we've got some more winners for you to check out—like a brand new Seca II 600 or a Virago 535—either one for only $3,999! With Zero Down Financing, you could have payments as low as $118.00 per month*! Or a race-bred FZR600 for a limited-time celebration price of just $5,299! With Zero Down financing, payments can be as low as $156.00 per month* • Plus special financing that let's you go home with other motorcycles or ATVs of your choice—for no money down! Or get one of our specially selected bikes—and you won't make a payment for 90 days! • But hurry—because the Yamaha Grand Prix celebration event ends April 30th!

we're celebrating with GREAT prices on winners 2

We're celebrating Wayne's victory with a couple of winners of our own. They're totally different, each is completely unique, yet they both have one important thing in common—the same entry fee! • For a limited time, we've got the hot Seca II 600 and the cool Virago 535—each for only $3,999! That's two totally different bikes, each with distinct personalities—for the same price! Either one is a sure winner.

Seca II 600.
Great Value. Great Performer.



Seca II 600 is one of the hottest values that ever met pavement. It's got Championship styling, winning performance and all-around versatility. Seca II 600 is built purely for the fun and freedom of riding. • It looks European. It performs like a world-class winner. And it's jam packed with great features and meticulous details. • Celebrate with a new Seca II 600. At $3,999, it's the best all-around performance machine you'll ever ride—at the best price you'll ever find.

$3,999*

OR PAYMENTS AS LOW AS • $118.00 • PER MONTH

*Suggested retail price. Actual price set by dealer. Monthly payment based on qualifying for a loan of $3,999 with 0% down. Payment for a term of 48 months at an 18% A.P.R.

Virago 535.
Cruise into a great deal.

The Virago 535, with its raked out front end, chrome dual exhausts and teardrop fuel tank is a classic cruiser that automatically makes you the leader of the pack. • It has a low slung frame with a super low seat height of 27.6 inches, so it's easy to touch the ground with both feet. It's dripping with chrome, top to bottom, front to rear. • And it has an authoritative, unique exhaust note that tells everyone that when it comes to cruisers, you're way out front. But hurry. We're only celebrating for a short time. And, at $3,999 the classic Virago 535 won't be around for long!

$3,999*

OR PAYMENTS AS LOW AS • $118.00 • PER MONTH

*Suggested retail price. Actual price set by dealer. Monthly payment based on qualifying for a loan of $3,999 with 0% down. Payment for a term of 48 months at an 18% A.P.R.

We've figured out how to make the FZR600 go quicker.

With a price tag of just $5,299, the FZR600 will astound you with its performance. And dazzle you with its low price. No other supersport performs this well—or beats this price! • It's the nimblest sport bike that ever met a checkered flag. The engine utilizes Genesis technology to get you there first. And it has a computer designed Deltabox frame that has its roots in Wayne Rainey's factory GP bike. Plus there's dual halogen headlights, bright new colors and high contrast graphics. • But you've got to hurry to catch this winner. At just $5,299, the FZR600 is one performance bike that's really going fast!

*Professional rider pictured on a closed course.

FZR600

$5,299*

OR PAYMENTS AS LOW AS • $156.00 • PER MONTH

*Suggested retail price. Actual price set by dealer. Monthly payment based on qualifying for a loan of $5,299 with 0% down. Payment for a term of 48 months at an 18% A.P.R.

we're celebrating GREAT with financing deals

Here's a way to get in on the action without a high entry fee. For a limited time, you can get any new Yamaha motorcycle, ATV or Riva scooter—with nothing down! • Pick out the winner of your choice and take advantage of our Zero Down Financing program*. It's almost like being "factory sponsored"! • Then again, if the Seca 600 or Virago 535 is your way to be Number One, you'll still come out on top. If you choose either machine, you won't make a payment for 90 days*. • But hurry, because the victory party isn't going to last forever!

*Available to qualified buyers. See dealer for details.

• OFFICIAL RULES •

1. NO PURCHASE NECESSARY. MUST BE A LEGAL RESIDENT OF THE U.S., 18 OR OLDER AND POSSESS A VALID MOTORCYCLE OPERATORS LICENSE TO RECEIVE A PRIZE. You may also get a Yamaha "Celebrate The British Grand Prix" brochure containing an entry form, while supplies last, by mailing a stamped, self-addressed envelope, accompanied by a single, hand written request for one Yamaha "Celebrate The British Grand Prix" brochure to arrive no later than April 16, 1993 to: Yamaha "Celebrate The British Grand Prix" Brochure Request, P. O. Box 93849, Los Angeles, CA 90093. WA & VT residents may omit return postage.

2. HOW TO ENTER THE SWEEPSTAKES. Take the Official Sweepstakes Entry Form contained in the "Celebrate The British Grand Prix" brochure to a participating Yamaha Motorcycle dealership and deposit it in the box provided for Sweepstakes Entries. All entries must be deposited by May 1, 1993. OH & MI residents only may mail their entries to: "Celebrate The British Grand Prix" Sweepstakes, P. O. Box 93219, Los Angeles, CA 90093. Not responsible for illegible, damaged, lost, late, misdirected, incomplete or postage due entries. Mechanically reproduced entries will not be accepted. Only entries on Official Entry Forms will be accepted. One entry per name or household.

PRIZES – Winners will be eligible to win one of the following: Five(5) Grand prizes consisting of 8 day, 7 night trips departing the U.S. July 26, 1993 and returning August 2, 1993 for two(2) to attend the British Grand Prix in Donnington Park, England on July 31, 1993 and August 1, 1993, a guided motorcycle riding tour in France and England (1 motorcycle per winning entry and winners must furnish their own safety equipment to include, but not limited to, a helmet, boots, longpants, jacket and gloves), meals, ground transfers, standard hotel accommodations, airline tickets and event tickets (ARV $2,500.00), all trips will depart from the nearest major commercial airport to winner's home; 50 pairs of tickets to the U.S. round of the World Championship Road Racing Series at Laguna Seca Race Track in Monterey, California on September 12, 1993 (ARV $150.00); 500 Video copies of Wayne Rainey's 1992 Road Racing Season (ARV $29.95).

Fill out and tear off to your Yamaha dealer now!

WINNER SELECTION – Winners will be drawn in a random drawing on or about May 18, 1993 by PROMOT, INC., an independent judging organization. Entrants agree to be bound by these rules and all decisions of the judges which are final and binding in all respects. Odds of winning will be determined by the number of entries received. Prizes may not be assigned, transferred, or exchanged for cash. No prize substitutions except by sponsor, for prize of same value. Winner will be notified by telephone or mail within 10 days after drawing date. An alternate prize winner will be selected for any prize winner that cannot be located within 10 days or does not abide by the Official Rules. All Sweepstakes prizes will beawarded.

3. Eligibility – Participation open solely to legal U.S. residents 18 years of age or older with a valid motorcycle operator's license at the time of prize award. Persons in any of the following categories are **NOT** eligible to participate or win prizes: (a) persons who from and after August 1, 1992, were or are employees of Yamaha Motor Corporation, U.S.A. and the Yamaha dealer network, employees and agents of service agencies or independent contractors of any of the above organizations, (b) individuals engaged in the development, production or distribution of materials for the "Celebrate The British Grand Prix" Sweepstakes and; (c) persons who are the immediate family or live in the same household as any person in any of the preceding.

4. GENERAL – All taxes, operators license, travel documents, and insurance are the sole responsibility of winners. Winners expressly assume the risk of any loss, damage, or injury resulting from acceptance or use of any prize. Winners and companions will be required to sign an affidavit of Eligibility and Liability/Publicity release, which must be returned within 10 days or prize may be forfeited. Winner waives the right to assert, as a cost of winning any prize, any and all costs of verification and redemption or travel to redeem said prize, any liability which might arise from redeeming or seeking to redeem said prize. Winner releases Yamaha Motor Corporation, U.S.A., its dealers, subsidiaries, affiliates, other parties in interest or their respective employees, directors and agents, including advertising and promotion agencies, from any and all liability with respect to any prize. Winners agree to use of their names, addresses and likeness for publicity purposes without further compensation. All entries submitted become the property of YMUS, will not be returned and may be entered into a database for future marketing activities. Void where taxed, restricted or prohibited by law.

5. GAME SCHEDULE – The game will begin March 1, 1993 and end May 1, 1993.

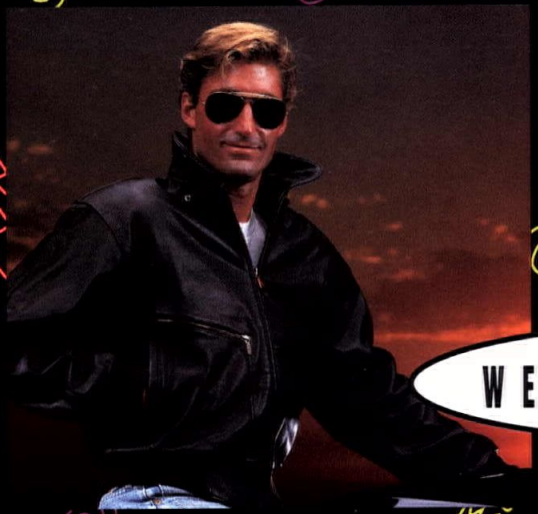
6. WINNERS' LIST – For a list of major prize winners, send a stamped, self-addressed envelope to: "Celebrate The British Grand Prix" Sweepstakes Winners' List, P. O. Box 93849, Los Angeles, CA 90093 before May 1, 1993.

Name

Street

City State Zip Code

Telephone Number Age



WE'RE CELEBRATING

ACE JACKET BY HEIN GERICKE

Now Thru April 30th

Save $100.00 off the suggested retail price on the original Ace Jacket by "Hein Gericke," with the purchase of any Yamaha Street Bike.

Available at participating Yamaha Dealers! Quantities are limited.

YAMAHA

Yamaha Motor Corporation, U.S.A.
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Cypress, CA 90630

now thru APRIL 30th

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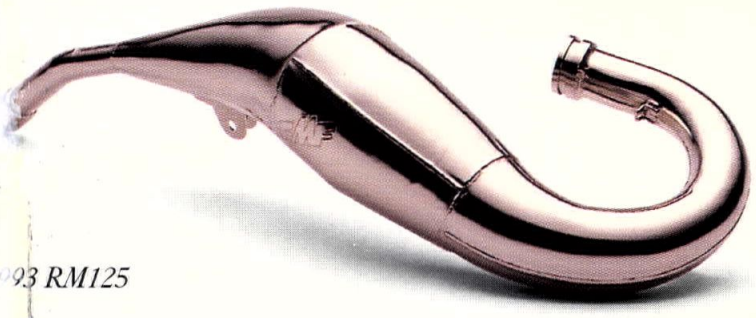
Action shots taken by Mark Kariya courtesy of DIRT RIDER magazine.

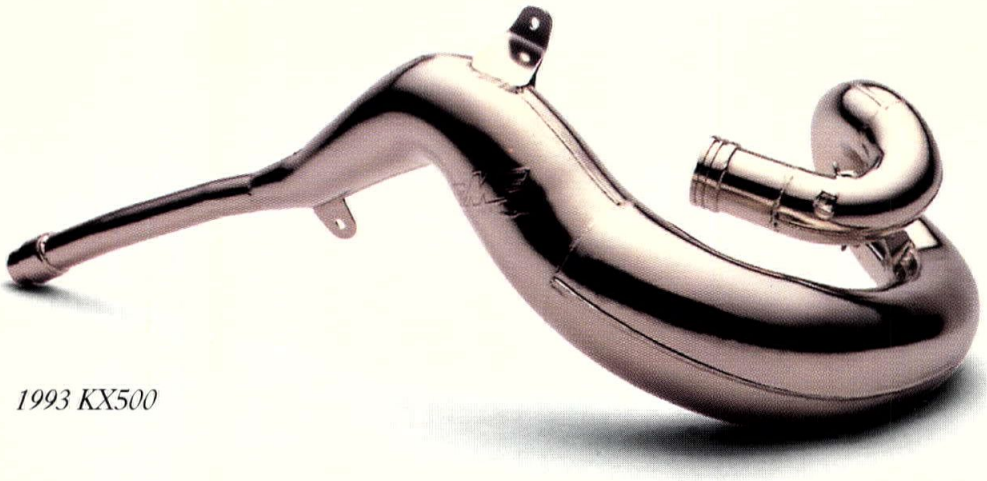
NOW THAT YOU KNOW WHAT TO BUY, YOU HAVE TO PICK WHAT TO BUY.

993 RM250

1993 YZ125

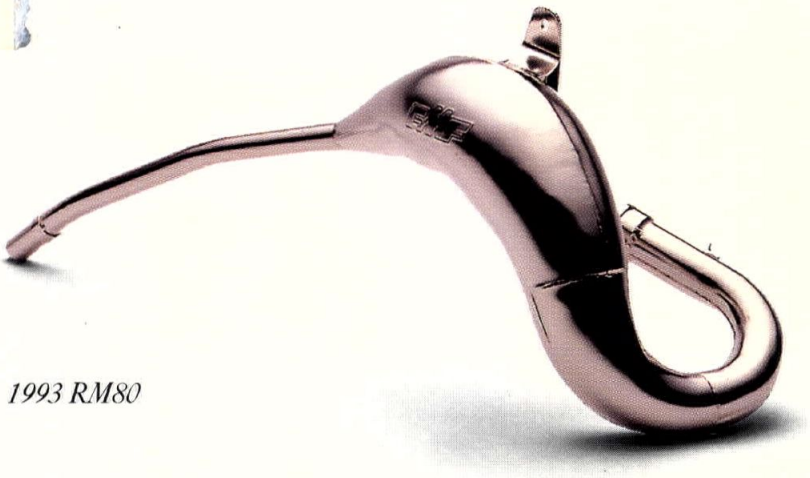


93 RM125



1993 KX500

1993 KL

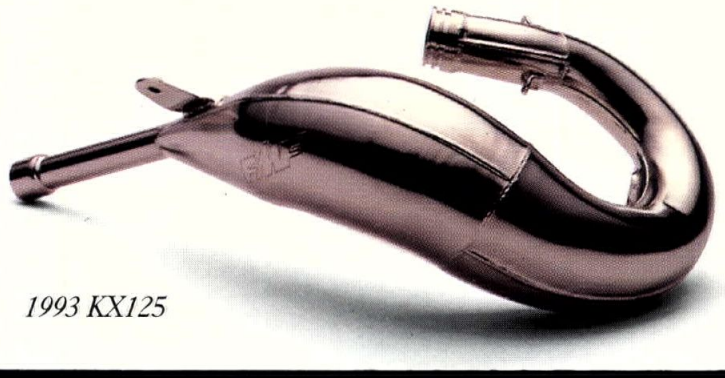


1993 RM80

1993 KX250

The all-new Stea
It's quiet and fas

1993 YZ250



1993 KX125

FMF builds a co
Power Core silen

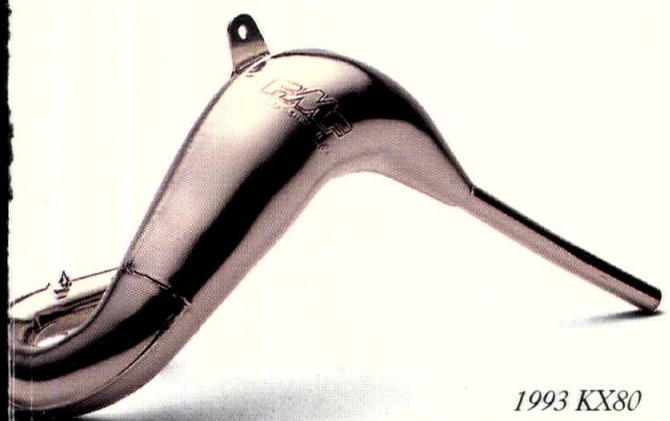
THE FASTEST WAY TO IMPROVE TORQUE.

Introducing the FMF Ram Valve™ System. Its venturi is designed to increase fuel flow and maximize fuel atomization. So you'll get a quicker throttle response and more mid-range power. Plus, our patented Dual Tension™ reeds minimize reed flutter at high RPMs.

Don't settle for any imitations.

New for 1993 are the works-style Braking® disc and pads used by National and World Champions.

The FMF Ram Valve with Dual Tension reeds drastically improves low- and mid-range torque.



1993 KX80

)X200

1993 KTM250

'th.™

mplete line of ers.

BACK BY POPULAR DEMAND.

To celebrate our 20th year in the performance business, we've produced a limited edition FMF Race Wear line that features the classic FMF oval logo. Plus, we have all-new caps, T-shirts, stickers, sticker kits and other Team FMF race apparel.

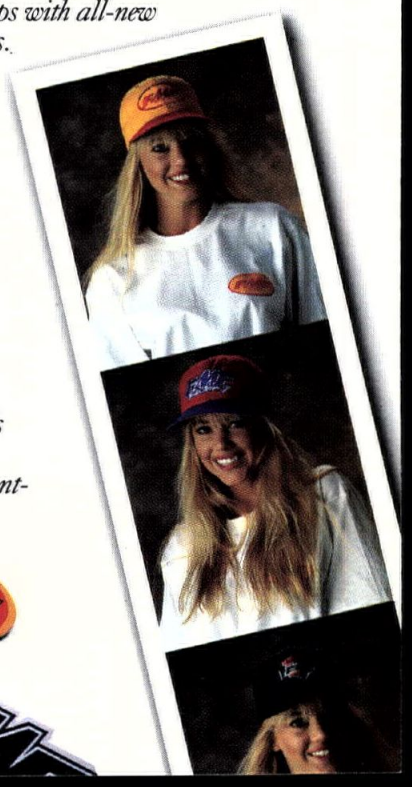
For 1993, we have a complete line of totally new T-shirt designs. Starting with the commemorative 20th anniversary logo on a high-quality, 100% cotton T-shirt.

You asked for it. And it's here! The classic FMF oval logo is available on black and white T-shirts. Large logo is on front; small logo on back.

Limited edition letterman's-style jacket with small FMF logo on chest, 20th anniversary logo on sleeve and large FMF oval logo on back.

(Left) Casual shorts with FMF logo. Now you can lounge in style. (Below) Classic caps with all-new graphics and colors.

Show your true colors with the 1993 FMF GPMX T-shirt.



OK. We have the mondo sticker selection; classic FMF ovals in the genuine colors, plus all kinds of others in multi-colors and in black & white. Not shown but now available are front-fender Team issue stickers and totally cool sticker kits.

THE 1993 GOLD SERIES.

Face it. Factory-backed motocrossers run factory-built pipes. But if they had to actually pay for the pipes with their own money, we're confident they would choose the Gold Series™ from FMF.

We've been making machines fly for more than 20 years and know how to build pipes, silencers and reed cages that'll increase horsepower and torque.

Top riders all over the nation have bolted on the Gold Series and won. So if you're hungry for power, read on.

Jason Fletcher collects the $500 first prize for his win in the five-lap Dash for Cash.

Mike Hale, winner Georgie Price and Craig Estelle celebrate after Expert B race.

For the second-straight year, Dan Ingram nabbed the win in the Expert A main event.

Ingram jams to Jacksonville win

By Dave Hoenig
Photos by Flat Trak Fotos

JACKSONVILLE, FL, FEB. 27

Dan Ingram kicked off Daytona Cycle Week in grand style, piloting the M&M Racing Honda RS750 to the win in the Expert A main event at the Jacksonville Half Mile. It may have been a feeling of deja vu for the Indiana rider, as he also won last year's Jax Raceway event.

Ingram's win came at the expense of 600cc Rotax rider Jason Fletcher and veteran Steve Morehead, who was aboard a Harley-Davidson XR750.

"I had a pretty good lead going," said Ingram. "But then I thought I heard someone coming. Fletcher was getting through the corners on his little 600 better than I could on my 750."

Over 200 rider entries were filed for the Dave McCarthy-promoted event.

Heat race winners Ingram, Fletcher, Rusty Rogers and Rodney Farris sat on the first row for the start of the main event, and when the green light flashed, Farris bolted into the lead. Farris' moment of glory would last only three turns, however, as he pitched it away in turn three on the opening lap.

"I didn't think I'd get the holeshot," said Farris. "I guess when I did, I got so excited going down the back straight that I just lost it in three."

Ingram pounced at the opportunity and grabbed the lead with Fletcher and Tommy Colson chasing after him. Ingram steadily inched away from the field and established a comfortable lead, but in the closing stages of the race, Fletcher began to close in on him.

"I was starting to trust my tires more," said Fletcher. "Everyone was slipping and sliding, but I just kept hooking up. I was charging harder and harder."

On the last lap, Fletcher made his bid for the lead, but came up a little short and was forced to settle for second behind Ingram.

"In turn two, I think I scared him a little," explained Fletcher. "He heard me coming and we both went into three a little too hot. Neither of us wanted to brake first, and we banged together. I guess I just rookied out."

Morehead worked his way into third after suffering a ho-hum start and crossed the finish line uncontested for the show position. Kevin Varnes was fourth and Rogers filled fifth, both some distance behind Morehead.

Fletcher put his main event riding style to good use in the Tucker-Rocky Dash For Cash, riding his Moroney's H-D/Edmons Racing/Spectro/Bell/Jim Tippings/Fat City/Wilcox MC/Works Performance-sponsored Rotax to the win.

Farris led the five-lap race at the start, with Ingram and Fletcher in hot pursuit. Fletcher motored around the outside of both Ingram and Farris on the last lap to nab the win and the $500 first prize.

Mike Hale and Mike Scott topped the two Harley-Davidson 883 heat races and sat on the front row at the start of the main. Hale grabbed the holeshot and led Bryan Villella through the first turn, but lost the lead on the first lap.

"I got off the line pretty good, then Hale bobbled and opened up the door," said Villella. "I got in there and kind of cruised after that."

Fletcher ran third in the early stages, but pulled off with mechanical woes and left James Hart and Scott to battle over the position. Hart's bike began to spew oil on his rear tire, and he faded, leaving the top three positions set.

Villella nabbed the win, ahead of Hale, Scott and Joe Winston III, who made an unsuccessful charge at Scott on the last lap.

In the Pro-Am portion of the program, Brian Strong zipped past early leader Eric Bostrom and ran away with the win. Jason Lorge and Mike Wraner also worked past Bostrom, and finished second and third, respectively.

Ken Coolbeth topped 23 other riders to win the Open Amateur class. Paul Lynch passed Jay Skidmore on the last lap to earn second, and Lynch held on for third. Coolbeth also won the 250cc Amateur race. CN

Results

EX A: 1. Dan Ingram (Hon); 2. Jason Fletcher (Rtx); 3. Steve Morehead (H-D); 4. Kevin Varnes (Rtx); 5. Rusty Rogers (H-D).

EX B: 1. Georgie Price (H-D); 2. Craig Estelle (H-D); 3. Mike Hale (H-D); 4. Pat Buchanan (Rtx); 5. Scott Stump (H-D).

H-D 883: 1. Bryan Villella (H-D); 2. Mike Hale (H-D); 3. Mike Scott (H-D); 4. Joe Winston III (H-D); 5. Kevin Varnes (H-D).

85: 1. Brandon Rose (Yam); .2 Jason Tyer (Hon); 3. Jason Goodwin (Kaw); 4. Nick Godfrey (Kaw); 5. Roger Lee Hayden (Yam).

125: 1. Nicky Hayden (Yam);' 2. Bryan Bigelow (Yam); 3. Glen Schanabel (Kaw); 5. Josh Knott (Suz).

250 B: 1. Jeff Randolph (Yam); 2. John Winsett (Yam); 3. John Blackstock (Yam); 4. Marvin Long (Hon); 5. Greg Bayne (Kaw).

250 A: 1. Ken Coolbeth (Hon); 2. Bryan Bigelow (Yam); 3. Glen Schnabel (Kaw); 4. Shane Merryman (Yam); 5. Brian Zurn (Kaw).

500 B: 1. Mike Bucholtz (Hon); 2. John Healy (Rtx); 3. Chip Green (Hon); 4. John Blackstock (Yam); 5. Tom Grimmell (Rtx).

500 A: 1. Tommy Hayden (Rtx); 2. Brian Zurn (Hon); 3. Nick Taylor (H-D); 4. Charles Fontenot (Hon); 5. Marcus Link (Rtx).

OPEN: 1. Ken Coolbeth (W-R); 2. Paul Lynch (Rtx); 3. Jay Skidmore (Rtx); 4. Chris Wunk (Hon); 5. Doug Beattie (H-D).

+30: 1. Jay Skidmore (Rtx); 2. Mark Davidson (Rtx); 3. Rich Foard (Rtx); 4. Dennis Williams (H-D); 5. Jimmy Myrick (Rtx).

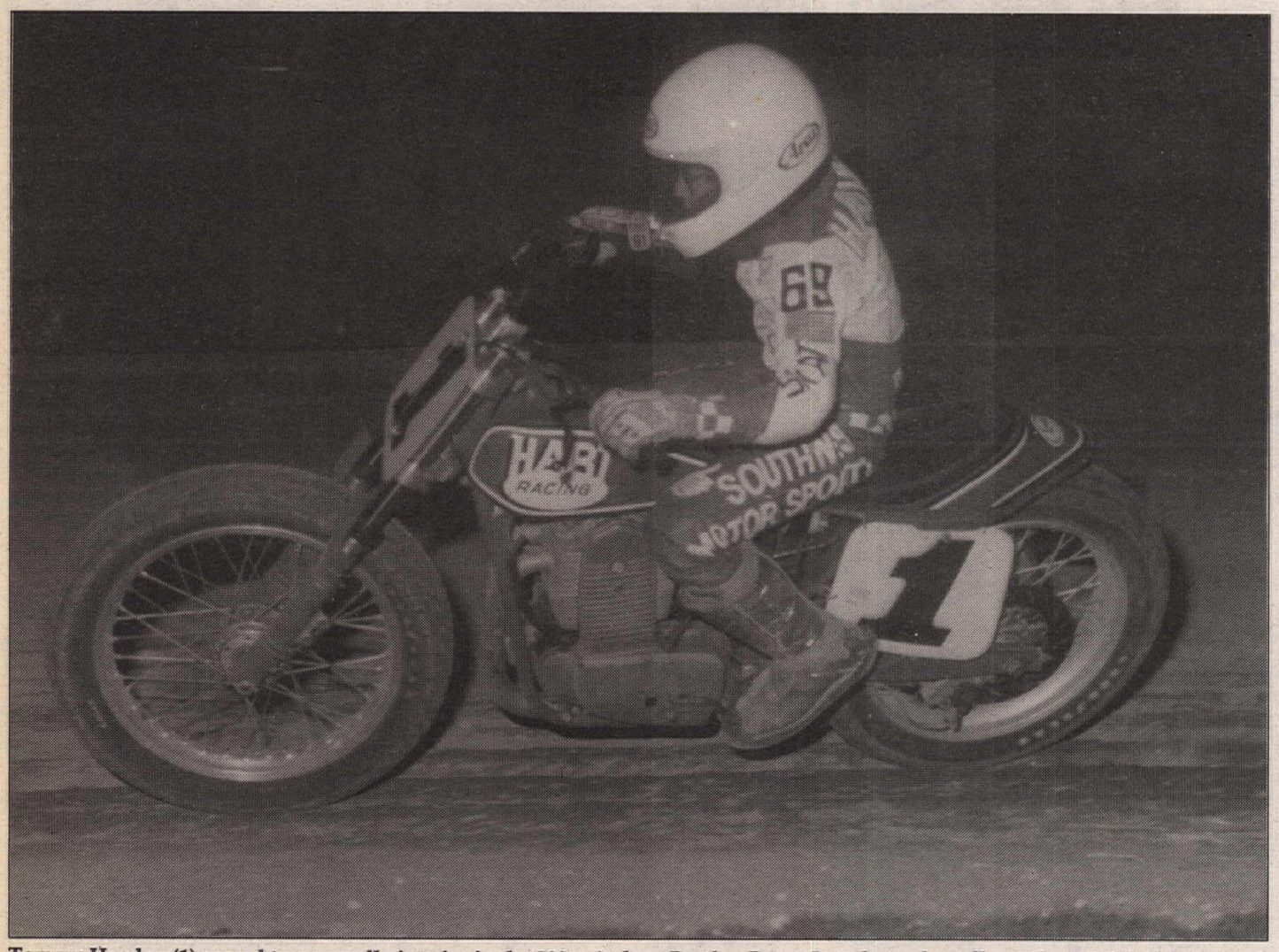
+40: 1. Jim Bauerle (Hon); 2. Rocky Watson (Hon); 3. Norm Laviolette (H-D); 4. Wayne Franklin (W-R); 5. Larry Daniels (Rtx).

PRO-AM: 1. Brian Strong (Rtx); 2. Eric Bostron (W-R); 3. Jason Lorge (Rtx); 4. Mike Warner (Rtx); 5. RJ Overholt (Rtx).

DASH: 1. Jason Fletcher (Rtx); 2. Rodney Farris (H-D); 3. Dan Ingram (Hon); 4. Kevin Varnes (Rtx); 5. Rusty Rogers (H-D).

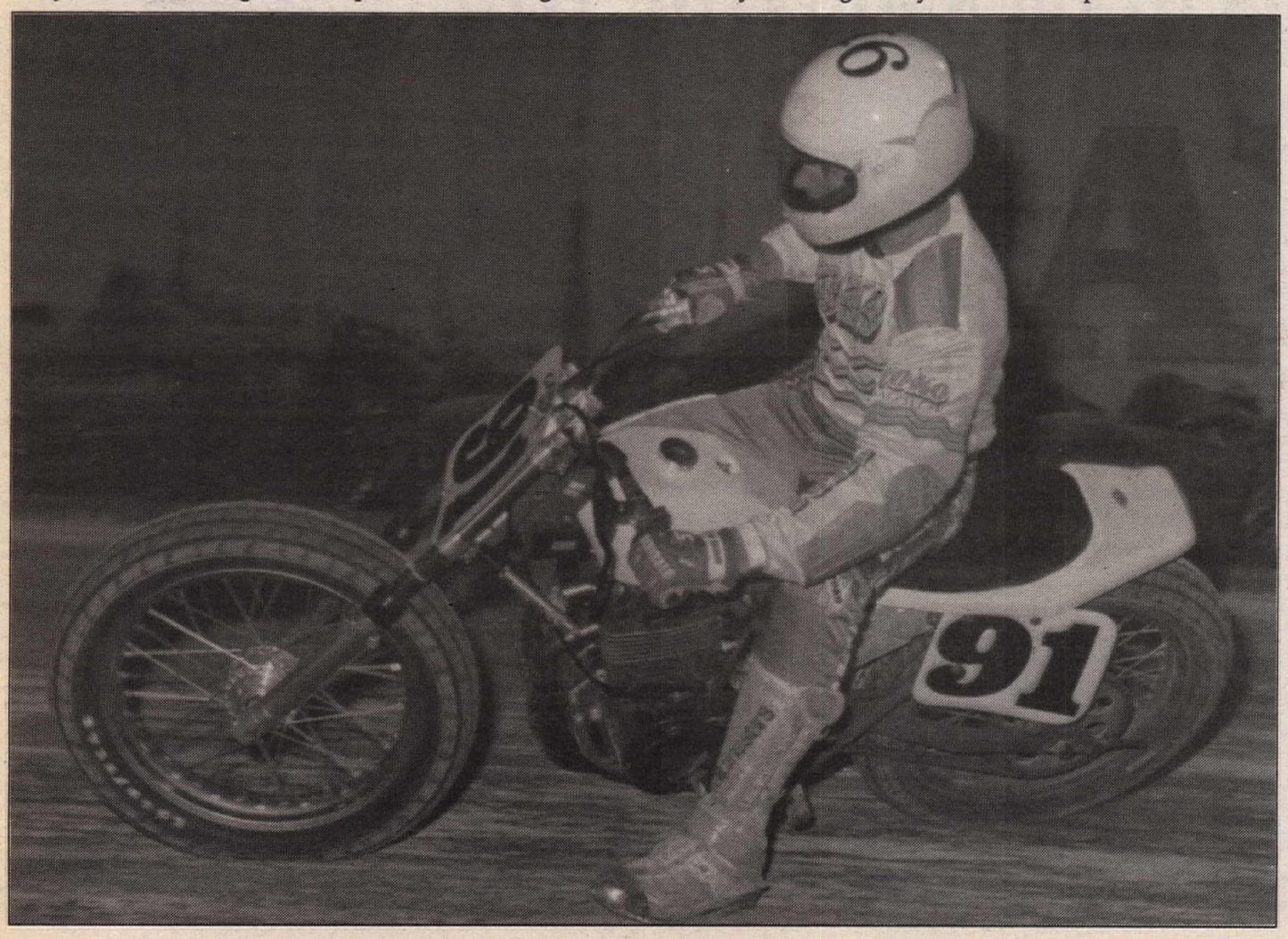
DIRT TRACK AMA Southeast Amateur/Youth Regional Championships

Amateur sliders attack Daytona



Tommy Hayden (1) scored two overall victories in the 500cc A class. Brother Roger Lee also rode well, posting a total of four wins.

Andy Tresser took charge of the Expert division, riding to wins on both days of racing. Nearly 500 entries competed in 24 classes.



By Dave Hoenig
Photos By Flat Trak Fotos

DAYTONA BEACH, FL, FEB. 28-MAR. 1

DM Promotions returned to the Daytona Beach Municipal Stadium for the 4th Annual American Motorcycle Institute Southeast Amateur/Youth Regional Short Track Championships, and nearly 500 entries turned out to compete in 24 different classes.

Also on the agenda was an AHRMA Vintage National which was run on Sunday (see separate coverage in this issue) and some pro racing which drew the largest turnouts for the Expert and Pro-Am divisions. But the spotlight fell primarily on the amateurs, as they got to take a shot at the slick quarter-mile before the pros took over for three nights later in Daytona Cycle Week.

Florida is well known for being the land of the senior citizen, and this reputation was backed up at the meet, as the two Senior classes were the largest of all the amateur divisions. In the Senior +40 class, New England's Norm Laviolette topped the first day of competition on Sunday, besting Jim Bauerle, Larry Daniels and the rest of the 24-rider class. Mark Froelich led Monday's main from wire to wire, while Bill Snyder and Laviolette followed him across the line.

Another large field of riders competed in the Senior +30 competition, in which wins were again split between two riders. Mark Davidson topped Jay Skidmore and John Winsett Jr. on Sunday, while Jimmy Myrick won at the expense of James Berry and Ken McConnell on Monday.

Ken Coolbeth topped the 250cc A main ahead of Glen Schnabel Jr. both days, but could only manage a Sunday win in the Open division. On Monday, R.J. Overholt held off the smooth Coolbeth to post an exciting win. Morgan Coolbeth was conistent, placing third in the Open class both days.

Schnabel redeemed his runner-up performances by collecting two wins in the 125cc DTX competition, and adding a Monday victory in the 250cc/Open DTX class and a Sunday win in the 125cc class.

Roger Lee Hayden was the most successful Earl's Racing Team rider, capturing a total of four wins. Tommy Hayden backed up his little brother by nailing down two victories in the 500cc class. A hard spill by Nicky Hayden on Sunday night ended his weekend early.

In the Expert class, Andy Tresser dominated both days of racing on his Yamaha. Roger Durkee and Doug O'Boyle followed Tresser across the line on Sunday, while Tresser's traveling partner, Rob Damron, earned second on Monday ahead of Chad Groescup.

Far and away the largest class on both days of racing was the Pro-Am division, in which Tim Myers posted Sunday's win ahead of Noah Kirkland and Chris Hart. Mike

Warner worked his way through the pack to win Monday's main. Warner passed Dale Jones in the closing laps, leaving Jones to hold off R.J. Overholt.

Garth Bastain was a double-class winner in the 250cc B class. Jeff Randolph and John Winsett finished second and third, respectively, on Sunday, then traded finish positions on the second day of racing.

Kenny Parker was another rider who swept his class, scoring dual wins in 500cc B competition. Bill Anderson was the runner-up on day one, and Ken Lilly nabbed the position on Monday. Ken Volpe placed third in the class both days. CN

Results

SUNDAY

EX: 1. Andy Tresser (Yam); 2. Roger Durkee (Rtx); 3. Doug O'Boyle (Rtx); 4. Will Adams (Rtx).

85 DTX: 1. Jeremy Thompson (Suz); 2. Roger Lee Hayden (Yam); 3. Brandon Rose (Yam); 4. Nick Evans (Suz); 5. Jason Tyer (Hon).

PRO-AM: 1. Tim Myers (Rtx); 2. Noah Kirkland (Rtx); 3. Chris Hart (Hon); 4. Justin Coolbeth (Rtx); 5. Jim Haas (Hon).

125 DTX: 1. Glen Schnabel Jr. (Kaw); 2. Tom France (Hon).

50: 1. Dan Guiseppe (Itj); 2. Cole Vergalito (Itj); 3. Shawn Wade (Yam); 4. Tyler Smulders (Mot).

DTX 250/OPEN: 1. Mike Buchholz (Hon); 2. Glen Schnabel Jr. (Kaw); 3. James Berry (Yam).

65 7-11: 1. Roger Lee Hayden (Kaw); 2. Kurt Hawk (Kaw); 3. Ben Miller (Yam); 4. Nick Godfrey (Kaw); 5. Billy Stillwell (Kaw).

85 7-11: 1. Roger Lee Hayden (Yam); 2. Brandon Rose (Yam); 3. Jason Goodwin (Kaw); 4. Nick Godfrey (Kaw); 5. Ben Evans (Hon).

85 12-15: 1. Jeremy Thompson (Suz); 2. Nick Evans (Suz); 3. Jason Tyer (Hon).

125: 1. Glen Schnabel Jr. (Kaw); 2. Bryan Bigelow (Yam); 3. Nicky Hayden (Yam); 4. Josh Knott (Suz); 5. Dan O'Connell (Kaw).

250 A: 1. Ken Coolbeth Jr. (Hon); 2. Glen Schnabel Jr. (Hon); 3. Morgan Coolbeth (Hon); 4. Justin Coolbeth (Yam); 5. Shane Merryman (Yam).

250 B: 1. Garth Bastain (Hon); 2. John Winsett Jr. (Yam); 3. Jeff Randolph (Yam); 4. Doug Parker (Yam); 5. William Pitt Jr. (Yam).

500 A: 1. Tommy Hayden (Rtx); 2. Scott Shinn (Rtx); 3. Charest Fontenot (Hon); 4. Mike Carriers (Hon); 5. William Berger (Hon).

500 B: 1. Kenny Parker (Yam); 2. Bill Anderson (Yam); 3. Ken Volpe (Hon); 4. Joe Demento (Hon); 5. John Healy (Rtx).

OPEN: 1. Ken Coolbeth Jr. (Rtx); 2. R.J. Overholt; 3. Morgan Coolbeth (Rtx); 4. Shane Merryman (Rtx); 5. Randall Shank (Rtx).

SR +30: 1. Mark Davidson (Rtx); 2. Jay Skidmore (Rtx); 3. John Winsett Sr. (Yam); 4. Ken McConnell (Rtx); 5. Jimmy Myrick (Rtx).

SR +40: 1.Norm Laviolette (H-D); 2. Jim Bauerle (Hon); 3. Larry Daniels (Hon); 4. Bill Snyder (Hon): 5. Rocky Watson (Hon).

MONDAY

50: 1. Dan Guiseppe (Itj); 2. Shawn Wade (Yam).

85 DTX: 1. Roger Hayden (Yam); 2. Jeremy Thompson (Suz); 3. Jason Tyer (Hon); 4. Nick Evans (Suz); 5. Jason Goodwin (Kaw).

SR +40: 1. Mark Froelich (Rtx); 2. Bill Snyder (Hon); 3. Norm Laviolette (H-D); 4. Charles Suprenant (Hon); 5. Rocky Watson (Hon).

65 7-11: 1. Roger Hayden (Kaw); 2. Kurt Hawk (Kaw); 3. Ben Miller (Yam); 4. Billy Stillwell (Kaw); 5. Scott Morrison Jr. (Kaw).

EX: 1. Andy Tresser (Yam); 2. Rob Damron (Rtx); 3. Chad Groescup (Hon); 4. Mike Hacker (Rtx); 5. Roger Durkee Jr. (Rtx).

PRO-AM: 1. Mike Warner (Rtx); 2. Dale Jones (Hon); 3. R.J. Overholt (Rtx); 4. Eric Bostrom (Rtx); 5. Chris Hart (Hon).

125: 1. Bryan Bigelow (Yam); 2. Glen Schnabel, Jr. (Kaw); 3. Josh Knott (Suz); 4. Tom Bataille (KTM); 5. Dan O'Connell (Kaw).

MOD VING 251-600: 1. Kenny Parker (Yam): 2. John Blackstock (Yam); 3. John Skinner (Bul); 4. Dan Herron (Bul); 5. Gary Dipietro (KTM).

SR +30: 1. Jimmy Myrick (Rtx); 2. James Berry (Yam); 3. Ken McConnell (Rtx); 4. John Hildebrand (Rtx); 5. Richard Washak Jr. (Rtx).

883: 1. Shawn McNary (H-D); 2. Donnie Krusinski (H-D); 3. Ben Bostrom (H-D); 4. Joe Winson III (H-D); 5. Jason Lorge (H-D).

250 A: 1. Ken Coolbeth Jr. (Hon); 2. Glen Schnabel Jr. (Hon); 3. Shane Merryman (Yam); 4. Morgan Coolbeth (Hon); 5. Justin Coolbeth (Yam).

250 B: 1. Garth Bastian (Hon); 2. Jeff Randolph (Yam); 3. John Winsett Jr. (Yam); 4. Doug Parker (Yam); 5. Bill Pitt, Jr. (Yam).

125 DTX: 1. Glen Schnabel (Kaw); 2. Tom Mataille (KTM).

85 7-11: 1. Brandon Rose (Yam); 2. Ben Miller (Yam); 3. Jason Goodwin (Kaw); 4. Roger Hayden (Yam); 5. Ben Evans (Hon).

500 A: 1. Tommy Hayden (Rtx); 2. Mike Buchholz (Hon); 3. Scott Shinn (Rtx); 4. Charles Fontenot (Hon); 5. Stan Prapotnik (Kaw).

500 B: 1. Kenny Parker (Yam); 2. Ken Lilly (Yam); 3. Ken Volpe (Hon); 4. John Healy (Rtx); 5. Philip Sayers (Yam).

OPEN: 1. R.J. Overholt (Rtx); 2. Ken Coolbeth Jr. (H-D); 3. Morgan Coolbeth (Rtx); 4. Jimmy Myrick (Rtx); 5. Brian Newman (Hon).

85 12-15: 1. Jason Tyer (Hon); 2. Jeremy Thompson (Suz); 3. Nick Evans (Suz).

MOD VINT 601-OPEN: 1. Steve Captain (Nor): 2. Mike Belliel (Yam); 3. Kerry Klug (BSA); 4. John Skinner (Tri); 5. Ross Robinson (BSA).

MOD VINT 250: 1. John Blackstock (Yam); 2. Mike Barber (Bul); 3. Doug Day (Yam).

250-OPEN DTX: 1. Glen Schnabel Jr. (Kaw); 2. Tim Buffaloe (Hus); 3. Alan Miles (Hon); 4. George Buffaloe Jr. (Yam); 5. Rod Buffaloe (Yam).

CYCLE NEWS 2nd LORETTA LYNN'S '93 DUAL SPORT NATIONAL

The 2nd Annual **CYCLE NEWS/AMA/LORETTA LYNN'S NATIONAL DUAL SPORT RUN** will be held the weekend of April 3-4, 1993, at Loretta Lynn's Ranch in Hurricane Mills, Tennessee. The LL Run is an exciting 2-day adventure designed exclusively for dual sport motorcyclists. The LL Run is headquartered at the famous Loretta Lynn Ranch, and will take you through the heartland of the Volunteer State.

PRE-ENTRY FEE:

2-Day Rider:	$50
1-Day Rider:	$30
2-Day Passenger:	$30
1-Day Passenger:	$15

Post Entry: Add $5 each

AWARDS:
Iron Butt*Sportsmanship*Vintage Bike*Hard Luck
Poker Run: (Only 2-day participants eligible)
Heads - Top 10 Hands
Tails - Top 3 Hands

Each Rider will be assigned a Number based upon receipt of entry. You must use this number to Check-Out/Check-In each day.

ACCOMMODATIONS:
Headquarters: Loretta Lynn's Ranch (Camping Only) 615/296-7700
Best Western 615/296-4251 Days Inn 615/296-7647

REQUIREMENTS:
- You MUST have a valid operator's license.
- Your bike MUST have a current license plate, be street legal in the state of registration, and be equipped with a USFS-approved spark arrestor and muffler.
- All riders MUST be at least 16 years old (parental consent required for minors).
- We DO NOT provide medical insurance, and urge you NOT to operate a motorcycle without it.

SCHEDULE: Headquartered at Loretta Lynn's Ranch

Friday:	6-9 pm	Registration
	6 pm	Seminar: Dual Sport Set-Up with Mark Hyde, Suzuki factory rep.
Saturday:	7-8:30 am	Registration
	8:30 am	Mandatory Riders' Meeting
	9 am	Check-Out
	6 pm	Last-Check-In
	6-8 pm	Registration (for Sunday)
	7 pm	**CYCLE NEWS Catfish Fry** & Live Country Music
Sunday:	8 am	Mandatory Riders' Meeting
	8:30 am	Check-Out
	3 pm	Last Check-In
	4 pm	Awards & Contingency Prizes

Loretta Lynn's

APRIL 3-4

AMA SANCTIONED

For More Info: 304/594-1157 * RACER PRODUCTIONS, INC.

CYCLE NEWS DUAL LORETTA LYNN'S NATIONAL SPORT

Bike Make _____
Model _____
Year _____
cc _____

Rider Name _____ Phone ( ) _____
First Middle Last

Address _____
Street City State Zip

AMA# _____ Age _____ Passenger Name _____

In Emergency, Contact _____ Phone ( ) _____

I read and/or subscribe to the following motorcycle magazines, newspapers, etc.:

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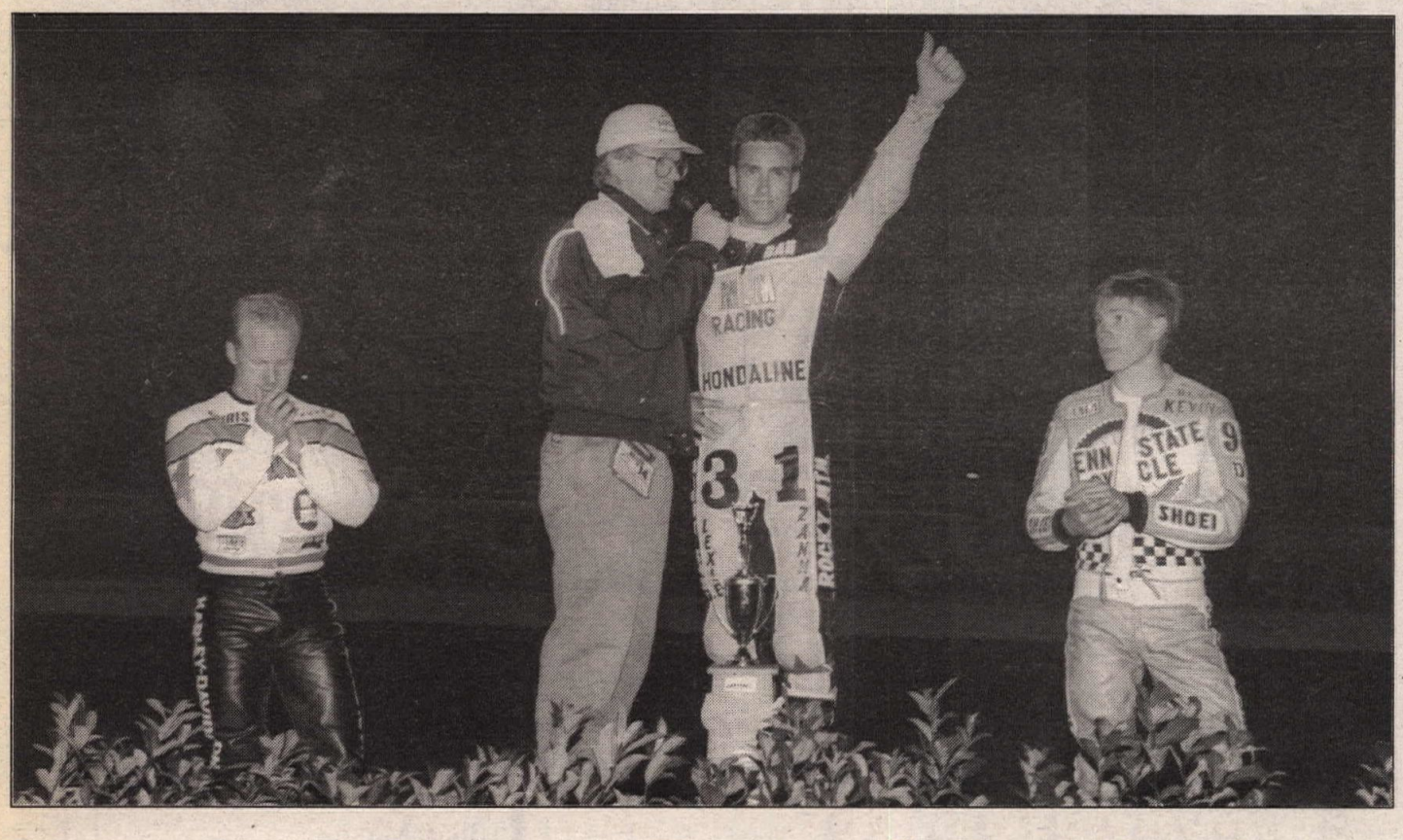
I AM ENTERING ☐ (TWO DAYS) ☐ (SAT ONLY) ☐ (SUN ONLY)

Please send Entry & Check or Money Order to: Racer Productions, Inc., Route 7 Box 459, Morgantown, WV 26505

DIRT TRACK AMA Regional Championship Dirt Track Series: Round 1

Dan Ingram (31) fended off the charges of Chris Carr (1) throughout the 15-lap main event. Carr was second.

(Left to right) Runner-up Chris Carr, winner Dan Ingram and third-place Kevin Varnes celebrated on the podium.



Ingram tops Daytona Regional Short Track

By Donn Maeda
Photos by Kinney Jones

DAYTONA, FL, MAR. 4

For the second year in a row, M&M Racing's Dan Ingram kicked off the professional dirt track activities at Daytona Beach's Municipal Stadium during Camel Cycle Week with a win at the AMA Regional Dirt Track Series opener. And for the second year in a row, it was Team Harley-Davidson's Chris Carr chasing Ingram across the line only inches behind. Giving the two series veterans a run for their money and finishing a close third was rookie Expert Kevin Varnes, who at one point even passed Carr to take over second.

Due to the large rider turnout, 24 preliminary qualifiers were used to thin the field to 61 racers, rather than the more-familiar time-trials format. Among the more-notable racers who failed to qualify for the program was Will Davis. Davis crashed while leading his qualifier and spent the rest of the evening spectating.

"I was going good and all up a sudden I was on my tail," said Davis. "I didn't even have time to try to react."

Six 10-lap heat races that each offered two direct transfer positions were run, followed by four eight-lap semis that saw only the winner advance. The crushed limestone track provided a smooth racing surface, thanks to recent rains, and a thin blue groove formed in the turns.

"The track is really smooth," said Carr before the start of the main. "Unless someone makes a mistake, it will be pretty hard to pass."

Carr's prediction held true, as the main event saw just that.

Ingram grabbed the holeshot at the start of the 15-lap main and led Carr, Varnes, Steve Morehead, Rich King, Ted Taylor and Duane Veeder. Ronnie Jones, Ricky Graham and Kevin Atherton rounded out the top 10 as the field completed lap one.

Almost immediately, Ingram, Carr and Varnes began to pull away from the rest of the field. Carr shadowed Ingram's every move waiting for a mistake, but in his charge, left an opening just big enough for Varnes to squeeze past.

"I was really nervous being out there with those guys," said 18-year-old Varnes, who hails from a racing family that calls Pottstown, Pennsylvania, home. "But when Carr made that mistake, instinct took over and I went for it."

Varnes swooped past Carr and into second as they raced through turns three and four on the fourth lap, but Carr was quick to retaliate and did so as they slid through one and two on the next lap.

"I left just a little bit of space, and that was enough for him to get by," said Carr. "But then he made a mistake in the next turn and let me right past."

"I couldn't believe I had passed Carr," admitted Penn State Cycles-sponsored Varnes. "I was just waiting for a dozen guys to pass me."

Meanwhile, Ingram continued to lead, unaware of the action going on behind him.

"I knew they were back there, but I knew that if I didn't make a mistake there would be no getting around me," said Ingram. "I just went for it. Everything was working great and I felt smooth."

Ingram, Carr and Varnes crossed the finish line in tight formation, and were followed at a distance by Taylor, who fought off the late-race charges of Duane Veeder and Atherton, who was aboard the injured Larry Pegram's Texas Harley-Davidson-sponsored Rotax.

"The motor is about the same as my factory bike was," said Atherton. "But the suspension is unbelievable. It has that old factory Honda team stuff on it."

Graham finished seventh after he and Ronnie Jones nearly crashed on the 10th lap.

"Morehead's bike blew up and dumped oil on the track," said Graham. "Ronnie slipped and panicked and we went off the groove."

Jones failed to recover as well as Graham, as he suffered a flat front tire shortly after Morehead's demise.

"I figure that it started to go flat right about the same time I hit the oil," said Jones, who is again aboard the Garvis Honda Town Honda XR600 after a one-year stint aboard Harleys. "I felt really good until that happened." CN

Results:

HEAT 1: 1. Ted Taylor (Rtx); 2. Kevin Atherton (Rtx); 3. Scott Stump (Rtx); 4. Brett Landes (Rtx); 5. John Parker (Rtx); 6. Brian Villella (Rtx); 7. Ian Segedy (Rtx); 8. Geoff Clark (Rtx); 9. Joe Winston (Rtx); 10. George Garvis (Hon).
Time: 3 minutes, 9.34 seconds.

HEAT 2: 1. Kevin Varnes (Rtx); 2. Steve Morehead (Rtx); 3. Jason Fletcher (Rtx); 4. Ricky Graham (Rtx); 5. Chris Evans (Rtx); 6. Pat Behrle (Hon); 7. Steve Beattie (Rtx); 8. Randy Texter (Rtx); 9. Kris Kiser (Rtx); 10. Rusty Rogers (Atk).
Time: 3:05.20.

HEAT 3: 1. Rich King (Rtx); 2. Robert Miller (Rtx); 3. Jeff Annen (Atk); 4. Mickey Fay (Rtx); 5. Georgie Price (Rtx); 6. Randy Roose (Rtx); 7. Chris Wnuk (Hon); 8. Mike Inderbitzen (Rtx); 9. Ron Brown (W-R); 10. R. Sobering (Rtx).
Time: 3:05.46.

HEAT 4: 1. Chris Carr (H-D); 2. Ronnie Jones (Hon); 3. Tommy Colson (Rtx); 4. Garth Brow (Rtx); 5. Mike Hale (W-R); 6. Robert Damron (W-R); 7. Craig Estelle (Rtx); 8. Chuck Buchanan (Rtx); 9. Chad Barth (Rtx); 10. Kenneth Mohler (H-D).
Time: 3:03.56.

HEAT 5: 1. Duane Veeder (W-R); 2. Aaron Hill (Rtx); 3. Wink Freitas (Rtx); 4. Brian Tillson (Rtx); 5. William Adams (Rtx); 6. R. Durkee (Rtx); 7. Ty Howard (Rtx); 8. Todd Sharpless (Rtx); 9. David Reeves (Rtx); 10. Rick Hocking (Rtx).
Time: 3:06.73.

HEAT 6: 1. Dan Ingram (Hon); 2. Terry Poovey (Rtx); 3. Dave Camlin (H-D); 4. Steve Aseltine (Rtx); 5. Conrad Parshall (Rtx); 6. C. Vahsholtz (W-R); 7. Mike Hacker (Rtx); 8. K. Jacobsen; 9. Harold Dorsey (Rtx); 10. Joel Barrow (Hon); 11. Robert Tripp (Rtx).
Time: 3:07.30.

SEMI 1: 1. Fay; 2. Hale; 3. Camlin; 4. Estelle; 5. Colson; 6. Inderbitzen; 7. Dorsey; 8. Parshall; 9. Barth; 10. Hacker; 11. Sobering; 12. Tripp; 13. Roose.
Time: 2:30.14.

SEMI 2: 1. Stump; 2. Evans; 3. Durkee; 4. Tillson; 5. Segedy; 6. Hocking; 7. Kiser; 8. Sharpless; 9. Beattie; 10. Winston; 11. Fletcher; 12. Parker.
Time: 2:29.81.

SEMI 3: 1. Annen; 2. Vahsholtz; 3. Price; 4. Damron; 5. Aseltine; 6. Brow; 7. Brown; 8. Jacobsen; 9. Barrow; 10. Wnuk; 11. Mohler; 12. Buchanan.
Time: 2:30.11.

SEMI 4: 1. Graham; 2. Landes; 3. Freitas; 4. Rogers; 5. Villella; 6. Texter; 7. Garvis; 8. Howard; 9. Reeves; 10. Clark; 11. Behrle; 12. Adams.
Time: 2:29.50.

15 LAP MAIN EVENT: 1. Dan Ingram (Hon); 2. Carr (H-D); 3. Kevin Varnes (Rtx); 4. Ted Taylor (Rtx); 5. Duane Veeder (Rtx); 6. Kevin Atherton (Rtx); 7. Ricky Graham (Rtx); 8. Rich King (Rtx); 9. Robert Miller (Rtx); 10. Aaron Hill (Rtx); 11. Scott Stump (Rtx); 12. Ronnie Jones (Hon); 13. Jeff Annen (Rtx); 14. Terry Poovey (Rtx); 15. Mickey Fay (Rtx); 16. Steve Morehead (Rtx).
Time: 4:37.57.

Barry Higgins styled his 1968 BSA to the win in the Premier Lightweight II Expert class.

Three-time National MX champion Mark Barnett easily swept three different classes.

Barnett bombs Ocala

By Matt Benson

OCALA, FL, FEB. 27

Mark Barnett earned his motocross fame aboard the factory machines of the late '70s and early '80s, but "The Bomber" showed he can also go fast on the bikes of a decade earlier, as he swept three classes at the Florida Motorsports Complex.

Riding 125 and 250cc Honda Elsinores prepared by Advanced Cycle Engineering, the multi-time National MX Champion aced the Sportsman 125, Sportsman 250 and +30 Expert categories.

"I had a blast out there," said Barnett. "It's a lot of fun racing those old motorcycles."

Over 200 entries turned out for the motocross, which was held in conjunction with Daytona Cycle Week. Built on hills which were created around an old quarry, the course was quite muddy early in the day, but conditions turned nice as the racing progressed.

The opportunity for Barnett's participation at Ocala came about after he borrowed Lisa Ford's Yamaha at a vintage event at Orlando earlier in the month. Impressed with Barnett's performance, Ford and Peter Villacaro, both of Advanced Cycle Engineering, provided bikes for Barnett to ride at Ocala.

As he grabbed the holeshot for the first Sportsman 125cc class moto, it was obvious that Barnett still had a lot of his National-caliber skills. He jumped farther, got on the gas earlier and harder, and just plain went faster than any of AHRMA's other top riders. Honda-mounted class champ Greg Bastek and Bultaco-rider Tim Weaver had a couple of good races behind Barnett, with Bastek taking second both times out.

In the 250cc Expert class, Barnett led from start to finish in the first moto. Whether by design or otherwise, he started midpack in the second moto, and spent a little over a lap brushing up on his passing skills.

Behind Barnett, however, there was again some close racing. Moto one saw Tim Weaver finish second after a tight battle with Rob Kuhnshan. In the second race, Rick Hudson nabbed the runner-up position ahead of Ed Garlin and Dan Field.

Barnett's final race was in the +30 Expert division. As in his 250cc race, Barnett led all the way in the opening moto, then got off to a slower start in moto two and had to work his way through the crowd. Field and David Ellis traded second-place finishes.

Vintage fans can expect to see more of Barnett at southeastern vintage MX races. "When they come around the area, I'll definitely ride one again," Barnett said.

Arch-rivals Barry Higgins and Rick Doughty took up where they had left off at the end of last season, providing some spirited racing in the Premier Lightweight II Expert race. With Vintage Iron's Doughty on his 1968 BSA Rickman and Higgins on a distinctly less-pristine 250cc BSA that he described as "my $250 wonder," the pair stayed close early in each moto before Higgins pulled away for the wins.

Aboard a '68 Triumph Rickman, Doughty ran away in both Sportsman Open Twin Expert motos. Behind him on another Rickman-framed Triumph was Bastek, who had considerable trouble getting around a four-cylinder Honda 750cc that was piloted gamely by Intermediate class rider Tom France.

Doughty's luck ran out in the Premier 500cc class. Riding a 1958 ESO thumper, the Californian won the opening moto, and would have been fourth if counted among the pre-1975 Sportsman 250cc bikes that were running in the combined race.

In the second moto, however, Doughty fell off his rare Czechoslovakian-built machine after landing off a fast jump, and he took a trip to the hospital with scrapes and a sore back and hip. Doughty shook off his aches and pains to compete in the vintage road race two days later, though, and also contested the vintage trials later in the week.

Trouble also kept Higgins from his usual win in the Sportsman 500cc Expert race. Leading the opening moto by a huge margin on the last lap, Higgins broke the rear hub on his '74 KTM 400, handing the win to John Hanford and his '74 CCM 608. The second-moto win went to Ellis, with the overall honors going to Hanford by virtue of his 1-2 tally.

As exemplified by the Sportsman 500cc race, a surprising number of four-stroke singles are being brought out and campaigned successfully at vintage events. Four of the top six Expert-class riders were BSA or CCM thumpers.

A beautiful example of the breed - a 1954 BSA Gold Star - was ridden to wins in the Premier 500cc Intermediate and +50 Intermediate classes by Californian Ken Marecek. Dick Mann styled his way to a pair of BSA-powered moto wins in the +50 Expert category.

Robert Schultz combined 1-2 moto finishes to claim a hard-fought Sportsman 500cc Intermediate win over Paul Burrows' 2-3 tally. CN

Results

SPTSMN 125 INT: 1. Tom Frace (Hon); 2. John Hilton; 3. Erik Klein; 4. Eric Stockwell; 5. James Smith (C-A).

SPTSMN 125 EX: 1. Mark Barnett (Hon); 2. Greg Bastek (Hon); 3. Tim Weaver (Bul); 4. Carl Mabrey (Hon); 5. Doug Wentzell.

SPTSMN 250 NOV: 1. Gayland Bennett (Hon); 2. Lester Cragan (Yam); 3. David Light; 4. Eric Brillo (Yam); 5. Steve Kame (Hon).

SPTSMN 250 INT: 1. Joe Brillo; 2. Gil Wistrup (CZ); 3. Joel Nicholson; 4. Wayne Nix (Hon); 5. Eric Kraft (Mon).

SPTSMN 250 EX: 1. Mark Barnett (Hon); 2. Ed Garlin (Hon); 3. Rick Hudson; 4. Rob KLuhnshan; 5. Tim Weaver (Bul).

SPTSMN 500 INT: 1. Robert Schultz; 2. Paul Burrows; 3. Joe Brillo; 4. Gary Poland (Bul); 5. Gary DePietro.

SPTSMN 500 EX: 1. John Hanford (CCM); 2. Chuck Davis (CCM); 3. Curt Comer (BSA); 4. David Ellis; 5. Steve Bissinger (Suz).

SPTSMN OPEN TWIN NOV: 1. Eric Pritchard (Tri).

SPTSMN OPEN TWIN INT: 1. Rod Schrage (Ric); 2. Tom France (Hon); 3. Rob Stickler (Tri); 4. Rich Baulch (BSA).

SPTSMN OPEN TWIN EX: 1. Rick Doughty (Tri); 2. Greg Bastek (Tri); 3. Beno Rodi (Nor).

PREM L/W NOV: 1. Harry Higgins (BSA).

PREM L/W INT: 1. John Astleford (Jaw)

PREM L/W EX: 1. Bob Ginder (Gre).

Rick Doughty won both motos in the Sportsman Open Twin Expert division.

PREM L/W EX: 1. Bob Ginder (Gre).

PREM L/W II NOV: 1. Quincy Britt.

PREM L/W II INT: 1. Peter Brey (Tri); 2. Mike Smith (AJS).

PREM L/W II EX: 1. Barry Higgins (BSA); 2. Rick Doughty (BSA); 3. Hugh Weaver (Bul).

PREM 500 INT: 1. Ken Marcek (BSA).

PREM 500 EX: 1. Beno Rodi (BSA); 2. Rick Doughty (ESO).

PREM 500 II NOV: 1. Dave Tucker (BSA); 2. Eric Pritchard (Tri); 3. Harry Higgins (BSA).

PREM 500 II INT: 1. Steve Tucker (BSA); 2. Ken Marecek (BSA); 3. James Jenny (Wes); 4. David Demarest (Duc); 5. Rod Stickler (Tri).

PREM 500 II EX: 1. John Geer (BSA); 2. Beno Rodi (BSA).

PREM OPEN TWIN INT: 1. Mike Smith (Nor); 2. Stuart Hall (Nor).

PREM OPEN TWIN EX: 1. Beno Rodi (Nor).

+30 NOV: 1. Gayland Bennett (Hon); 2. John Ridenour (Mai); 3. Steve Kame (Hon).

+30 INT: 1. Mark Klein; 2. Eric Kelher; 3. Joel Nicholson; 4. Wayne Nix (Hon); 5. Pat Nicolini.

+40 NOV: 1. Steve Nace; 2. John Manford (Oss); 3. Eric Pritchard (Tri).

+40 INT: 1. Howard Bennett (Hon); 2. Gary DiPietro (Yam); 3. Bob Capistrani (Mai); 4. Steve Tucker (BSA).

+40 EX: 1. Phil Hanford (CCM); 2. Hugh Weaver (Bul); 3. Mike Brown (Yam); 4. Bob Ginder (KTM).

+50 NOV: 1. R.Q. Old (Mai); 2. Peter Ley; 3. Harry Higgins (BSA); 4. Bill Bastek (C-A); 5. Jim Cameron.

+50 INT: 1. Ken Marecek (BSA); 2. Harold Hazel (Hon); 3. James Hiter (Yam); 4. Bill Fuller (Hon); 5. Gary Hooper.

+50 EX: 1. Dick Mann (BSA); 2. John Geer (BSA); 3. Robert Hayes; 4. Victor Hajos.

SUPERCROSS AMA Amateur National Supercross Series

Greg Rand (77) took control of both the supercross and the motocross portions of the amateur event, earning a total of four class wins.

Canadian Ross Pederson holeshot the 25+ Supercross main and scored the win.

Rand rules in the Gatorback mud

By Davey Coombs
Photos by Jim Talkington

GAINESVILLE, FL, FEB. 26

Suzuki-backed Greg Rand raced to two main event wins at the "Daytona" Amateur Supercross, held at Gatorback Cycle Park. Rand, a 16-year-old from Ohio, piloted a pair of RM Suzukis to the 125 A and 250 A class victories on an extremely muddy race track.

Torrential rain showers on the eve of the Friday afternoon race caused World Sports, the organizers of the Gatorback National MX weekend, to delay the morning practice sessions for more than an hour while course workers tried to clear water and mud from the jump-filled, stadium-style circuit. (The rain also caused the cancellation of Dunlop Day, which provides an early opportunity for professional riders and fans to check out the track.) The supercross course, set in a field next to the starting area of the facility's MX track, features several difficult whoop-and-jump combinations, plus an over-under tunnel jump in the infield. The track was in the process of drying out all day long but was still fairly muddy by the end of the amateur program.

Before the event, World Sports' Jerry West was presented with a lifetime achievement award from Jinorich "Henry" Gref, a longtime motocross enthusiast. Gref mentioned the advancement of amateur sport in general as one of many reasons for presenting West with the award.

After the presentation, it was time for the Greg Rand Show. The Thor/McGrath/Scott-backed teenager proved to be too much for veteran pro racer Ross Pederson in the 250cc A class as he reeled in and passed the ever-aggressive Canadian and went on to win. Pederson fell off the pace in the middle stages of the main, allowing Vermont's Chad Shepard to move into second at the finish ahead of Pennsylvania Suzuki rider Mike McDonald. Pederson managed fourth in the race.

In the 125cc A main, Rand dominated from the start, leading pro racer Bill Wallin and McDonald past the checkered flag. Shepard and John Gallagher rounded out the top five in the class.

Pederson had a shot at redeeming himself in the +25 class and the Suzuki pilot took full advantage of the opportunity. He holeshot the race ahead of Davey Coombs and Wallin and stretched a lead that he would hold all the way to the finish. Coombs narrowly held off Wallin for second while Kevin Clayton grabbed fourth.

The stars of the minicycle classes were Texan Charley Bogard and Ohioan Brock Sellards. The two battled together in both the qualifying heat and main event of the 85cc (14-15) class. Bogard out-lasted Sellards after Sellards dropped his bike while battling for control of the race. Sellards remounted to take second ahead of Jarrett Tipping. CN

Results

125 A: 1. Greg Rand (Suz); 2. Bill Wallin (Suz); 3. Mike McDonald (Suz).
125 B: 1. Paul Currie (Kaw); 2. J.D. Collins (Kaw); 3. Billy Akers (Suz).
250 A: 1. Greg Rand (Suz); 2. Chad Shepard (Suz); 3. Mike McDonald (Suz).
250 B: 1. Ray Mitchell (Hon); 2. John Fesler (Suz); 3. Edwrad Ray (Kaw).
250 C: 1. Todd Hicks (Suz); 2. Steven Dumond; 3. Michael Lepp (Yam).
OPEN C: 1. Dale Huff (Hon); 2. David Gordon (Hon); 3. Barry Coy (Hon).
25+: 1. Ross Pederson (Suz); 2. Davey Coombs (Suz); 3. Bill Wallin (Suz).
30+: 1. Kenneth Frankenberry (Hon); 2. Scott Bishop (Hon); 3. Gary Graham (Hon).
35+: 1. Paul Dziwanowski (ATK); 2. David Gordon (Hon); 3. Chris Bonds (Kaw).
40+: 1. Jiorich Gref (Hon); 2. Skip Stewart (Kaw); 3. Robert Darden (Yam).
125 (12-15): 1. J.D. Collins (Kaw); 2. Travis Dashiell (Kaw); 3. Don Bondeson (Suz).
85 (14-15): 1. Charles Bogard (Suz); 2. Brock Sellards (Kaw); 3. Jarrett Tipping (Suz).
85 (12-13): 1. Robbie Horton (Kaw); 2. Amber Hughes (Suz); 3. Clay Robertson (Kaw).
85 (7-11): 1. Travis Pastrana (Suz); 2. Mick Bailey (Hon); 3. Derrick McKinney (Hon).
65 (7-11): 1. Allen McLaughlin (Kaw); 2. Kyle Williams (Kaw); 3. Derrick McKinney (Kaw).
P/W: 1. William Brownings (Yam); 2. David Whitcraft (Yam); 3. James Stewart (Yam).

Gatorback Amateur Days MX

Rand, Windham score Gatorback wins

By Davey Coombs
Photos by Jim Talkington

GAINESVILLE, FL, FEB. 27

Just one day after dominating Friday's supercross program, Greg Rand again took control of the racing at Gatorback Cycle Park, this time racking up a pair of overall wins in the 125 and 250cc A classes at the Amateur Day MX. Also recording two victories was Team Green's rising star Kevin Windham, who was the overall winner in both the 125cc B and 125cc Schoolboy divisions, and Kreg Bigelow, the winner of the +25 and +30 classes.

The annual event, held on the eve of the AMA National Championship 125/250cc MX Series opener, annually draws a large and talented group of riders. The motocross masses were greeted this year by a demanding but saturated facility, the victim of a downpour from Thursday night to Friday morning. Race organizer Jerry West of World Sports was forced to reroute a large part of the course due to the poor weather, effectively knocking one-third of the usual length off of the famous track.

Rand, 16, got on the board early on Saturday, jumping his way to the 125cc A class win ahead of two fast Canadians: Bradley Lockhart and Chris Pomeroy. Suzuki-backed Rand was most often challenged by Florida favorite Josh Latina, but the Kawasaki-mounted Latina tangled with Rand while dicing for the second-moto victory and badly bent his handlebars.

The mishap forced Latina out of contention in the 125cc A racing, but he was able to return in the 250cc A class to again challenge the super-smooth Rand. But Latina had to settle for second overall.

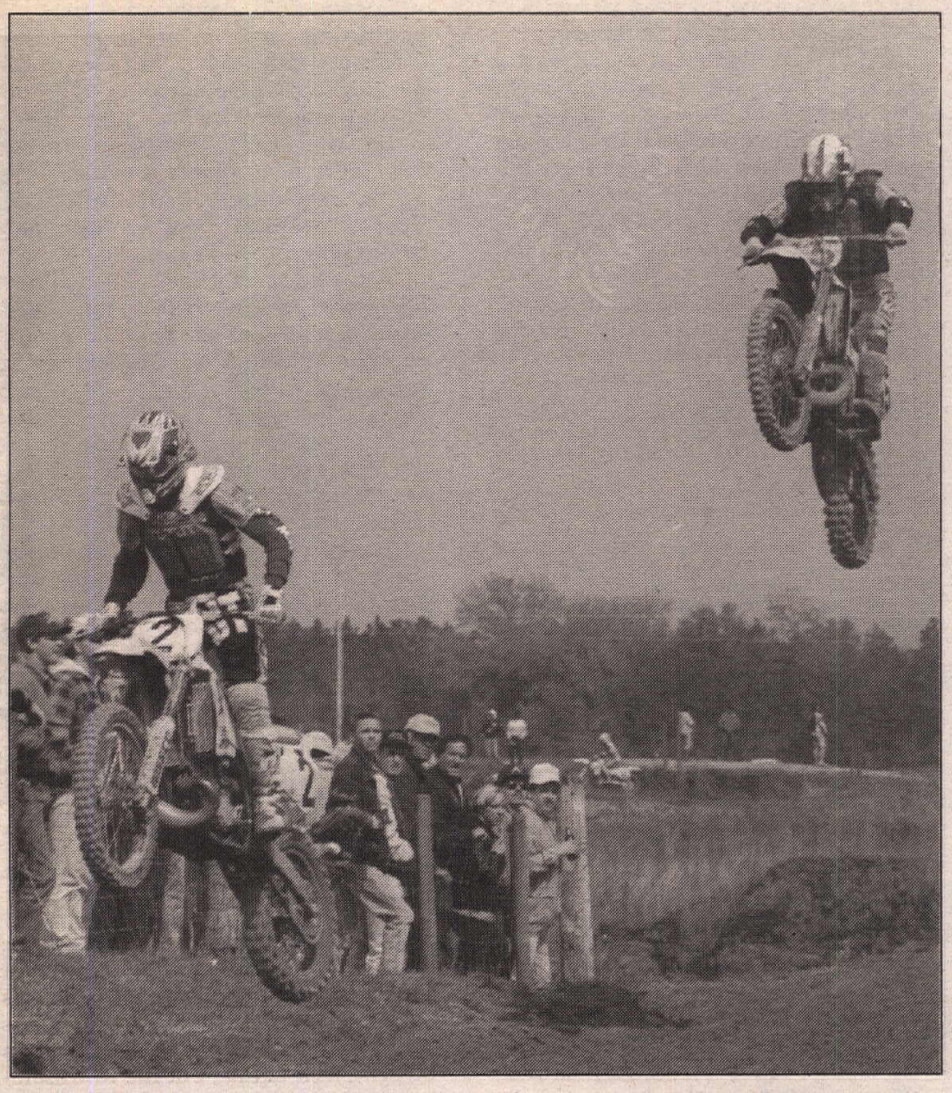
Windham, 15, was the main attraction in the Amateur divisions at Gatorback. The AXO-backed rider topped fellow Kawasaki pilots Richie Horton and J.D. Collins in the 125cc Schoolboy class. Windham, a two-time AMA Amateur National Champion in 1992, also controlled the outcome of the 250cc B class, out-pacing Alaska's John Fesler and Louisiana's Ray Mitchell on his way to his second victory of the day.

The top 125cc B rider of the day was Florida's own Edward Ray, who bettered Horton and fellow-Floridian Jason Sybert. Fastest in the 125cc C class was another local racer, Jerry Knowles, who topped Jason Dodds and Canadian Jean Pierre Jacques for the day's top Novice trophy.

Michigan's Kreg Bigelow directed his Yamaha YZ250 to a pair of strong wins in Vet class racing. Bigelow defeated younger brother Kip in the first +25 moto, and then out-ran West Virginia's Dave Coombs in the second moto. Coombs finished second overall after Kip fell from his bike twice in the closing stages of the final moto. Florida's Wyndell Kern was third overall.

Both Bigelows returned for the +30 class, but Kreg again proved to be the quicker of the two, winning both motos ahead of his brother Kip. Third in the class went to Georgia's Rick Lindell.

Ricky Carmichael flew to the 85cc (12-13) class win on his Team Green Kawasaki KX80. The 13-year-old Floridian thrilled the audience by leaping a huge tabletop jump, a feat that few of the big-bike riders were attempting in the rough conditions. Carmichael was followed across the finish line by a pair of fast Georgia



Brothers Kreg (2) and Kip Bigelow (15) went 1-2 in the 30+ MX category.

Kevin Windham took charge of the Amateur ranks, garnering wins in two divisions.

boys: Derrick Bentley and Robbie Horton.

Travis Pastrana made his trip south worthwhile with an overall win in the 85cc (7-11) class, while Matt Walker and Aaron Lindsay proved themselves quick enough to earn second and third overall, respectively. And Brock Sellards, who narrowly lost the Friday supercross main event to Charley Bogard, rebounded with a solid performance on Saturday to win the 85cc (14-15) class ahead of Scotty Pinson and Jarret Tipping. CN

Results

P/W: 1. James Stewart; 2. William Browning; 3. Christopher Whitcraft.

65 (7-11): 1. Aaron Lindsay; 2. Scott Perry; 3. Derrick McKinney.

85 (7-11): 1. Travis Pastrana; 2. Matt Walker; 3. Aaron Lindsay.

85 (12-13): 1. Ricky Carmichael; 2. Derrick Bentley; 3. Robbie Horton.

85 (14-15): 1. Brock Sellards; 2. Scotty Pinson; 3. Jarrett Tipping.

125 C: 1. Jerry Knowles; 2. Jason Dodds; 3. Jean-Pierre Jacques.

125 B: 1. Edward Ray; 2. Richie Horton; 3. Jason Sybert.

125 A: 1. Greg Rand; 2. Bradley Lockhart; 3. Chris Pomeroy.

125 (12-15): 1. Kevin Windham; 2. Richie Horton; 3. J.D. Collins.

+25: 1. Kreg Bigelow; 2. Davey Coombs; 3. Wyndell Kern.

250 C: 1. Justin Puzz; 2. Cal Parker; 3. Jeff Neilander.

250 B: 1. Kevin Windham; 2. John Fesler; 3. Ray Mitchell.

250 A: 1. Greg Rand; 2. Josh Latina; 3. Tommy Martin.

+30: 1. Kreg Bigelow; 2. Kip Bigelow; 3. Rick Lindell.

+35: 1. Kenneth Frankenberry; 2. Brian Graham; 3. David Gordon.

+40: 1. Woddy Strickland; 2. Gary Jones; 3. Tom Bragg.

OPEN C: 1. Ronald Walker; 2. Anthony Tomlinson; 3. Mitchell Holstein.

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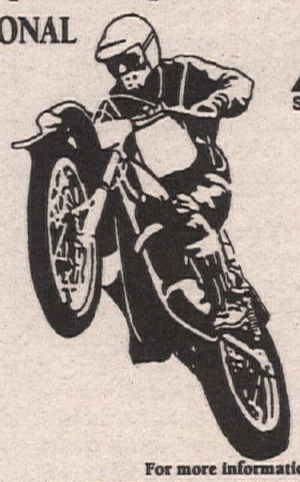

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CYCLE NEWS

"Official Publication Of Motocross 338"

ROAD RACE AHRMA Historic Cup Series: Round 1

Henning 4 for 4 at Roebling Road

By Matt Benson

FAULKVILLE, GA, FEB. 26

Todd Henning of Provincetown, Massachusetts, found the wet Roebling Road Raceway circuit to his liking as he nabbed four class wins at the American Historic Racing Motorcycle Association's Daytona Warmup National. Henning rode a 1972 Yamaha TD3 to the Formula 250cc win, a '72 Yamaha TR3 to victory in the Formula 500cc race, and a blazingly fast '72 Honda CB450 to wins in the Sportsman 500 and Sportsman 750cc divisions.

In the day's 500cc Premier feature race, British classic racing star John Cronshaw narrowly defeated American legend David Aldana. Both were aboard Team Obsolete-prepared Matchless G50 singles.

A total of 361 entries took the opportunity to work the bugs out of restoration projects and to try and recall their riding skills before heading several hours down the road for AHRMA Vintage Day at Daytona International Speedway. The day was cool, windy and wet, making for slick track conditions and numerous spills.

The 500cc Premier race got off to a fast start, with Cronshaw leading Stephen Mathews, who was on a 1960 Matchless G50. But Mathews soon was out with mechanical problems. As Cronshaw opened a small margin on the second lap, Aldana quickly moved up to challenge Steamboat Springs, Colorado's Doug Pedrick, who was mounted on a Ducati 450cc. Aldana soon overtook Pedrick for second place, and though it was his first-ever race aboard a 500cc single, Aldana looked quite comfortable with the Andrew Paul-owned machine. He spent a lap closing on Cronshaw, then moved into the lead on the white-flag circuit.

"The guy was asleep," said Aldana of his surprise move on Cronshaw at the end of the long front straight. "He had never looked back. But then he got on the gas and passed me back with one lap to go. I thought, 'Here we go, we're going to race to the finish line.'"

The close finish wasn't to be, however. Cronshaw worked his way through some slower traffic, while Aldana balked momentarily in a section of the course that was made slippery by both oil and water. "Rather than risk crashing, I wanted to be ready for Monday at Daytona and not take any unnecessary chances," explained Aldana. The win went to Cronshaw, closely followed by Aldana and then Pedrick.

Aldana, who was also riding in the BMW Battle of the Legends and in AHRMA vintage classes at Daytona, said he greatly enjoyed racing the nimble British single. "It's very lightweight and easy to flick around. Unlike the (BSA) three-cylinder, which you have to muscle into the corners, these just flow around. That's the first thing I noticed - just how easy it is to ride."

Henning led the Formula 250cc race from the very beginning, with Yamaha-mounted Yoshi Kosaka and John Louck on his JML Rokon following. As the race wore on, Kosaka posed the biggest threat to Henning, but was unable to wrestle away the top position. The checkered flag saw Kosaka trail Henning across the line, with Louck farther back in third.

Henning had no worries in the Formula-500cc race. Again, the Yamaha rider was off to a fast start, but this time he opened an imposing margin and was never challenged. A distant second was Canadian Tovio Madrus on a Honda CB500T.

After a lengthy delay to attempt to remove some oil from the wet track, Henning proceeded to run away from the rest of the Sportsman 500cc field, this time on a Honda 450cc. Behind him raged a good four-way battle for second place. First, Cliff Bigoney slid out on his '66 Honda CB450 while holding second place. Then the battle over the runner-up position went to Tim Stancill, Tom Antor and Paul Shoen. As the race neared its end, Shoen dropped off the pace somewhat with a sputtering BSA, while Honda-mounted Stancill and defending class champ Antor kept at one another. At the finish line, it was Stancill earning second.

The 450cc-mounted Henning should have been completely outclassed in the Sportsman 750cc division, but instead it turned out to be his closest race. Here, his challenger was Larry Kirby on a '72 Yamaha XS750. The duo diced for the lead until Kirby got into a big slide on the closing lap. Kirby managed to save it, but lost precious ground to Henning. Some distance back, another good race was going on between class champ Pat Mooney (Triumph) and Mike Eiland on another XS750. The decision went to Eiland.

Stewart Rogers made his trip from England worthwhile by winning first the Pre-1940 class on a '39 Norton and then the Class C event on a '49 Norton. In the Pre-'40 event, Rogers almost gave away a big lead when he pulled over momentarily after running through a large puddle. By the finish, though, he had built up another huge lead of approximately 15 seconds over the 1928 Indian of Jim Smith.

In Class C, Rogers overcame a poor start to work his way into the lead on lap five of the six-lap event. Second went to fellow Brit Cliff Gobell on another 1949 Manx Norton, followed by David Roper on a '51 Velocette KTT.

The 350cc GP competition looked as if it would shape up to be an excellent race between Roper and Ducati-mounted Ed LaCruze. Rather than the AJS 7R he usually rides in this class, Roper was aboard Team Obsolete's latest jewel, an ex-works 1968 four-cylinder Benelli. The high-pitched howl (14,000+ rpm redline) was something special to hear. Unfortunately, the Benelli succumbed to a wet ignition and retired early, leaving LaCruze to win by a huge margin over Malcolme Tunstall.

With Yvon DuHamel at the controls, Team Obsolete's factory BSA triple (the bike that Dick Mann rode to victory at the 1972 Daytona 200) is a serious threat on any race track. Englishman Paul Bamford and his '71 Triumph Trident gave DuHamel trouble in the early going, until the French Canadian turned the throttle a little harder to win by a margin of close to 10 seconds.

DuHamel's margin of victory in the non-points-paying Formula Vintage race was a mere bike length. After missing the warmup lap, he had to start last from the pit lane. By the end of lap one, DuHamel and the BSA were fourth, and on the next circuit he moved to second behind the Norton Commando of Cal Lewis. On lap three DuHamel was in the lead, shadowed by Doug Pedrick on a '68 Suzuki 500. DuHamel and Pedrick continued to run close together while Lewis fell off the pace. As the riders powered to the checkered flag down the fast front straight, Pedrick just couldn't find the power to get past the big BSA triple.

Other class winners were Sven Bley ('68 Maico 125) in the 200cc GP; Byron Blend ('68 Honda 160) in the 250cc GP; Stephen Mathews ('60 Matchless G50) in the Classic '60s race; and Russell Foard ('72 Honda 350) in the Sportsman 350cc division. CN

Results

200 GP: 1. Sven Bley (Mai); 2. Byron Blend (Hon); 3. Mike Kirby (Bri); 4. Paul Shoen (Tri); 5. Mark Samuelson (BSA).

250 GP: 1. Byron Blend (Hon); 2. Sven Bley (Mai); 3. John Stephens (Duc); 4. Jason Bessey (Duc); 5. Mike Gontesky (Duc).

350 GP: 1. Edward LaCruze (Duc); 2. Malcolme Tunstall (Duc); 3. Steve Arnett (Duc); 4. Don Fromm (Duc); 5. Mike Gontesky (Duc).

500 Premier: 1. John Cronshaw (Mat); 2. David Aldana (Mat); 3. Doug Pedrick (Duc) 4. Bob Jackson (See); 5. Larry Poons (See).

F-250: 1. Todd Henning (Yam); 2. Yoshi Kosaka (Yam); 3. John Louck (JML); 4. Richard Bonelli (Yam); 5. William Murar (Yam).

F-500: 1. Todd Henning (Yam); 2. Toivo Madrus (Hon); 3. John Louck (JML); 4. Rich Baulch (Kaw); 5. Doug Pedrick (Suz).

F-750: 1. Yvon DuHamel (BSA); 2. Robert Goodpaster (Nor); 3. Dan Sorensen (Nor); 4. Al Charles (Tri); 5. Thane Gillies (Nor).

CLSC '60s: 1. Stephen Mathews (Mat); 2. Stewart Rogers(Nor); 3. Rusty Lowry (H-D); 4. Paul Bamford (BSA); 5. Tim Stancill (BSA).

CLASS C: 1. Stewart Rogers (Nor); 2. Cliff Gobell (Nor); 3. David Roper (Vel); 4. Dick Miles (Tri); 5. Erich Bley (BMW).

PRE '40: 1. Stewart Rogers (Nor); 2. Jim Smith (Ind); 3. Butch Baer (Ind); 4. David Roper (Vel); 5. Rusty Lowry (Ind).

SPTSMN 350: 1. Russell Foard (Hon); 2. Tom Antor (Duc); 3.Michael D. Green (Duc); 4. Tom Grimmel (Hon); 5. John Whitlock (Duc).

SPTSMN 500: 1. Todd Henning (Hon); 2. Tim Stancill (Hon); 3.Tom Antor (BSA); 4. Paul Shoen (BSA); 5. Paul Danilowicz (Tri).

SPTSMN 750: 1. Todd Henning (Hon); 2. Larry Kirby (Yam); 3. Michael Eiland (Yam); 4. Pat Mooney (Tri); 5. Chris Gould (MG).

F-VINT: 1. Yvon DuHamel (BSA); 2. Doug Pedrick (Suz); 3. Cal Lewis (Nor); 4. James Comstock (Nor); 5. Stan Keyes (Nor).

AHRMA Vintage Dirt Track Series: Round 1

Moroney doubles at Daytona

By Matt Benson

DAYTONA BEACH, FL, FEB. 28

Aboard a handshift Indian and an ex-Dick Mann Matchless, New York's Pat Moroney started off the American Historic Motorcycle Association's vintage dirt track season with a pair of wins at Daytona's Municipal Stadium.

The event drew nearly 70 entries, and bikes that ranged from Triumph twins that almost wouldn't look out of place at a modern race to rigid-frame BSA Gold Stars. The AHRMA races were combined with an AMA Southeastern Regional, making for a long but dust-free day on the Daytona short track.

In Dinosaur Vintage action, the heat race went to Beno Rodi and his Royal Enfield. Rodi again jumped to the lead in the final, but on the second lap Leo Anthony Jr. and his Harley-Davidson moved to the front. Two laps later, Moroney displaced Anthony. The Harley rider stayed close to Moroney for a lap, but by the checkered flag the former Vintage National Road Racing Champion had opened up a comfortable margin.

Chris Baldwin and his Bultaco grabbed the lead of the Classic Vintage 250cc heat, but then a red flag forced a restart. On take two, it was Ohio's Dan Gedeoul and his Harley Sprint grabbing and maintaining a race-long lead over Baldwin.

For the final, Baldwin led from the beginning over Parilla-mounted Conrad Brede. After falling on the opening lap, Gedeoul managed to work his way into third by race end.

In the first Classic Vintage 500/750cc heat, it was a battle of the BSAs, as George Wills and Craig Breckon went at it for a couple laps before Wills opened a margin.

The second heat saw BSA-mounted Donald Myers Jr. off to a quick lead, while behind him his Triumph-mounted father and BSA rider Gerald Jessup had a good race.

As the final for these 500cc OHV/OHC and 750cc side valve machines got underway, Jessup got away first, only to slide out and force a restart.

The second time out, Wills shot to the front, chased by Moroney and the Team Obsolete G50. For the next three laps there was a great battle for first, but then Wills fell on the white-flag lap and Moroney slid to victory. Second went to Jessup, followed by Triumph-mounted Norman Gruber.

In the first of two Modern Vintage 250cc heats Georgian John Blackstock rode his Yamaha to an easy win. Behind him was an excellent race between Yamaha-mounted Keith Bryant, Ossa-pilot Donnie Ward and Bultaco rider Michael Barber.

Heat two featured a close four-rider battle, led by Dennis Williams, on a Bultaco, and Darrell Bryant, on a Yamaha. Behind them were Peter Wajda and Blake Wilson, both on Hondas.

The final was another close race. This time it was Williams barely holding onto the lead, and Ward, Bryant and Blackstock took turns holding second through fourth positions. At the checkered flag Bryant was runner-up, followed by Ward and Blackstock.

Modern Vintage 600cc heat one was a runaway victory for Kenny Parker and his Yamaha. Bultaco-mounted John Skinner put on an excellent come-from-behind ride to win the second heat.

Parker grabbed the lead in the final, only to be displaced on the second lap by Yamaha-mounted Blackstock. Blackstock and Parker then pulled away from a close race between Skinner and Triumph rider Gary Brennan.

Modern Vintage Open was full of Triumph, BSA and Yamaha twins. The opening heat was an easy ride for Triumph-mounted John Warren, though behind him Steven Captain and Donald Myer Jr. had an exceptionally close race, finishing in that order. Similarly, in heat two John Skinner ran away from the field, while Triumph rider Frank Humphries and Yamaha-mounted Mike Belliel traded places, with Humphries just managing to outpower his rival to the line.

When they came off the line for the final, Warren and Skinner ran away from everyone else. They raced close for a couple laps, then Warren pulled away somewhat. Farther back, Humphries narrowly beat the BSA of Ross Robinson. CN

Results

DINO VINT: 1. Pat Moroney (Ind); 2. Leo Anthony Jr. (H-D); 3. Beno Rodi (RE); 4. James Hiter (Mat); 5. Curt Snelling (Duc).

CLSC VINT 0-250: 1. Chris Baldwin (Bul); 2. Conrad Brede (Par); 3. Dan Gedeoul (H-D); 4. Marvin Long (Tri).

CLSC VINT 500/750: 1. Pat Moroney (Mat); 2. Gerald Jessup (BSA); 3. Norman Gruber (Tri); 4. Craig Breckon (BSA); 5. Beno Rodi (Ind).

MOD VINT 0-250: 1. Dennis Williams (Bul); 2. Keith Bryant (Yam); 3. Donnie Ward (Oss); 4. John Blackstock (Yam); 5. Darrell Bryant (Yam).

MOD VINT 251-600: 1. John Blackstock (Yam); 2. Kenny Parker (Yam); 3. John Skinner (Bul); 4. Gary Brennan (Tri); 5. Tom Morgan (Bul).

MOD VINT OPEN: 1. John Warren (Tri); 2. John Skinner (Tri); 3. Frank Humphries (Tri); 4. Ross Robinson (BSA); 5. Peter Wajda.

Belvoir, Marecek zero Ocala

By Matt Benson

OCALA, FL, MAR. 3

It is perhaps embarrassing enough when you're the guy who lays out an observed trial and you wind up winning. It's doubly embarrassing when you win it with a perfect score, and it's really embarrassing when you come out on top of a tie-breaker because you're older than the other guy in your class who also turned in a perfect score.

Embarrassed or not, that's how it turned out for Derek Belvoir, who took it all in stride after nipping Ken Marecek in the Premier Heavyweight Masters class at the Ocala Florida Motorsports Complex, American Historic Motorcycle Association (AHRMA) Vintage Trials. Both riders zeroed every section.

Belvoir rode a just-completed Velocette that was restored by Dick Mann, while fellow Californian Marecek rode an equally beautiful AJS thumper.

Mann also competed in the event on a sparkling clean Matchless single but finished second to 1956 BSA Alloy Clipper-mounted Barry Higgins in the Premier Heavyweight Expert class. Higgins also zeroed the course, as did Tim Brown in the Sportsman Novice class and John Easton in the Modern Classic Novice division.

The trial attracted 43 riders and their vintage mounts, including an ever-increasing number of older machines. The sections wound their way up and down the short, steep hills and included four lines that varied depending on the skill level of the rider and the capabilities of the machine.

Belvoir noted that because rain was in the forecast, the sections were made slightly less difficult than they would have been otherwise. The rain held off until well after the event, so scores tended to be on the low side.

However, a few spectacular "fives" were scored on the long climb that ended section seven. After winding through rocks and roots at the bottom of the hill, more than one rider found he didn't have enough revs to successfully make it all the way up the hill.

Turning in exemplary scores were Lee Cowie, who dabbed just once while sharing his Greeves with Classic Bike editor John Pearson, and another score of "one" by Tom France in the Modern Vintage Intermediate class.

Dabbing just three times were a pair of James Smiths, one competing in the Sportsman Intermediate class and the other in the British Classic Intermediate division. Premier Lightweight Expert class riders Bob Ginder and Bob Capistrant also lost three points apiece.

Curt Comer, the 1981 National Trials Champion, scored three marks while riding Higgins' BSA 250 MXer in the Sportsman Expert class. Comer borrowed the bike after his Dalesman developed ignition problems.

Like many vintage trials riders, Comer said the fun factor had a lot to do with the attraction of competing on older machines. Comer, now a corporate accountant in Alabama, said he got involved through Bob Ginder, an AHRMA MX and trials competitor who used to take care of Comer's modern trials machinery. CN

Derek Belvoir overcame a close battle and embarrassment to win the Premier Heavyweight Masters class at Ocala.

Youth ended up costing Ken Marecek the win; both he and Belvoir dropped zero points.

Results

BRIT CLSC NOV: 1. Tim Holmes (37 pts).
BRIT CLSC INT: 1. Jim Smith (3).
BRIT CLSC EX: 1. Rich Baulch (21); 2. Duncan Wright (52).
MOD CLSC NOV: 1. John Easton (0); 2. David Tucker (7); 3. Chris Makynan (10); 4. Harold Krummel (21); 5. Brian Batterson (27).
MOD CLSC INT: 1. Tom France (1); 2. John Scales (8); 3. Erik Kraft (19); 4. Steve Tucker (20); 5. Rick Doughty (21).
MOD CLSC EX: 1. Charles Roberts (37).
RIGID EX: 1. Mike Hosafros (22).
SPTMN NOV: 1. Tim Brown (0); 2. John Ridenour (32).
SPTMN INT: 1. James Smith (3); 2. John Towery (27); 3. Jim Cameron (58).
SPTMN EX: 1. Curt Comer (3); 2. Beno Rodi (6).
PREM HWT EX: 1. Barry Higgins (0); 2. Dick Mann (7); 3. Beno Rodi (8).
PREM HWT MSTR: 1. Derek Belvoir (0); 2. Ken Marecek (0).
PREM LWT NOV: 1. Lee Cowie (1); 2. Jim Walker (116).
PREM LWT INT: 1. Eric Pritchard (3); 2. Ed Britt (6); 3. John Pearson (6); 4. Rob Stickler (11).
PREM LWT EX: 1. Bob Capistrant (3); 2. Bob Ginder (3); 3. Mike Atkins (6); 4. Gerald Marshall (10).

OFF-ROAD AMA National Championship Hare & Hound Series: Round 2

The combination of rain, near freezing temperatures and snow had many of the competitors longing for the finish. More than 230 riders started the race.

Hamel turns up the heat in Utah

By Anne Van Beveren
Photos by Tom Van Beveren

ST. GEORGE, UT, FEB. 28

Take the bike-swallowing mud of the Blackwater 100, add 40-degree temperatures, continual rain, and snow in the higher elevations, and you have one of the most challenging courses ever faced by National Hare & Hound racers.

Throw in a rain-soaked access road that retired all but the hardiest four-wheel drive vehicles five miles from the starting line, and an almost two-hour delay in the banner drop, and you have what was perhaps the most miserable events the racers ever hope to see.

But despite the conditions, round two of the seven-round series was business as usual for Kawasaki's Danny Hamel. The two-time National Hare & Hound champ was out in front the moment the race began and despite being slowed by fogged goggles, stinging rain and nearly numb hands, he kept his Kawasaki KX500 in front all the way to the finish.

"The conditions were so adverse - it was incredible out there," said Hamel, who was so cold when he finished the two-hour, 10 minute ride that he was unable to speak and had to be helped out of his soaked riding gear. "It was pouring rain in some places, snowing in others. I've never been so cold in my whole life."

The second round of this year's competition was presented by the Wizards M.C. of St. George, Utah, newcomers to the National series. The club scheduled the event to coincide with the 10th anniversary running of its Rhino Rally Hare & Hound, and turned the event into an old-timers day by inviting Malcolm Smith, who rode as the hare, and ex-BSA factory pilot Ken Guio, who competed in the first running of the event back in 1973 and was inducted into the Rhino Hall of Fame at this year's event.

Smith said he didn't qualify for a hall-of-fame honor in Utah: "I've never actually ridden a race in Utah - ever. And that's strange because all my relatives are from Provo (Utah)."

When the day was over, Smith had still not ridden a race in Utah. The route to the starting line took the racers half an hour southeast of St. George, and by the time they reached pit row, they had crossed the state border and were, in fact, racing in Arizona.

Most of the 230 riders had other things on their mind as they headed for the start of the two-loop Rhino course. The road into the starting area had fallen victim to heavy rain the week before the event and the red, sandy soil had turned to the consistency of chunky peanut butter. Slippery, knee-deep ruts coupled with even deeper waterholes forced the closure of the road to all but four-wheel drive vehicles and left box vans and valuable pit equipment stranded five miles from the pits.

The condition of the road forced organizers to delay the start for an indefinite period and racers like Hamel, who had hit the bomb early to stake a claim to the best trail, began to get disgruntled as time wore on. The layout of the bomb run also caused some concern.

"It's the stupidest bomb run I've ever ridden in my life," said Hamel, after more than two hours of waiting. "It's the most dangerous one I've ever seen. There's a lot of lava rocks hidden behind every bush, and there's only one trail-and it's still dangerous on that."

Kawasaki KX250 pilot Jimmy Lewis, who had lined up beside Hamel for the start, agreed.

"It's so technical, it's beyond dangerous," said Lewis. "There are about five drop-offs. You have to stop and roll off them. If you were going 10 miles per hour you could cartwheel and die."

The racers heaved a sigh of relief when the riders' meeting was finally called at 12.30 p.m. - an hour and a half after the scheduled start, but it was closer to one p.m. before Malcolm Smith set off from the start with a six-minute lead and $1000 worth of gold coins in his fannypack.

"Whoever catches me gets the money," said Smith. "They might've to arm wrestle me for it. Or I might just change the arrows and head to Vegas," he joked.

Hamel got the holeshot when the banner dropped for the first time and headed the Expert racers as they passed the old-style bomb, which was billowing black smoke, and set out in hot pursuit of the $1000 purse.

Ty Davis' Kawasaki KX500 was right on Hamel's rear fender as he picked up the first of the ribbons. Vet contender Rex Staten was pushing his Open class Kawasaki hard in third and Team Green's Ted Hunnicutt was not far behind. Roeseler bumped handlebars with Zitterkopf and was off stride when the rush began, but the wily desert ace carved a trail off to the far right and tucked into fourth as he turned the corner after the bomb and jumped into the first sandwash.

Zitterkopf did not come back quite as fast.

"I did okay on the bomb and I was doing really well in the wash, then somebody on a KX500 wheelied by me. I was right behind him when he cartwheeled over a drop-off. I rammed right into him and got stuck on his bike," said Zitterkopf. "I'm surprised I was able to catch up after that."

Don Griewe, who recently signed to ride factory ATKs for the company's new Utah-based owners, was bringing up the rear.

"I got a six-kick start and was dead last off the line," said Griewe, who campaigned an ATK 605 in hopes of retaining the Four-Stroke class title he won last year.

The temperature hovered around 44 degrees and rain was falling gently from a battleship-gray sky as the 25-mile first loop unfolded. Hamel made good time on the winding fire road that headed out to the base of Seegmiller Mountain, but Davis' reign in second was cut short by a broken fly-wheel key near the five-mile mark. Davis repaired his bike back into working order using pieces cannibalized from a spare sparkplug and was about to head back to the pits when Terry Fowler came running towards him.

"His motor had blown up," said Davis. "We didn't have a tow rope so I pushed him with my leg as far as I could, then luckily, right when I was going to give up, we found somebody who gave us a rope."

While the ill-fated pair struggled back

to the pits, the front-runners were tackling a hastily designed detour that the organizers had laid out after they bogged down trying to ribbon the course. The wet ground had taken some adjusting to, but after the first few miles, some of the racers were using it to their advantage.

"I just waited until everyone overshot the turns," said Lewis, whose technique rocketed him up from 10th at the bomb to third overall behind Roeseler in no time flat. "Everything was really slippery and people just didn't leave enough time to slow down."

The wet conditions left Hunnicutt bruised and battered.

"The first part was crazy. With no dust, people were right on each other," said Hunnicutt. "I got roosted really bad by some big rocks and it broke my visor. I've got sore spots all over me.

As the trail hit the furthest point of the 25-mile loop and turned back towards the pits, a treacherous eight-mile section known as Dutchman Draw began. The solid rock canyon, littered with three-to-four-foot boulders, challenged even the most experienced racers.

Griewe described the section as "challenging, real National caliber." But Utah's Kelly Stewart, who was campaigning a Kawasaki KX500 in the Over-30 Expert division disagreed.

"I just hate Dutchman Draw," said Kelly. "I've been down it before - about three years ago. It's huge rocks - rocks as big as houses. It's almost impassable in places and it kind of beats up your bike. You're just banging off things all the way down it."

Destry Abbott banged off one rock too many and split the cases on his KTM just three miles from the end of the loop. "I thought I had a pretty good chance - not to win it, but to finish it in the top five," said Abbott, who had run as high as second during the early part of the loop.

Hamel hit pay dirt soon after the canyon section began. He caught and passed the hare, laying claim to the $1000 in gold, but bobbled just a few seconds later and found himself back in second.

"Right after I passed Smith I stalled my bike and he passed me back. I think he enjoyed doing it. I was laughing," said Hamel.

The first 25 miles took Hamel more than 50 minutes to complete. Lewis was running a minute and a half back in second overall (first 250cc Expert), just ahead of Roeseler, and Zitterkopf had leap-frogged up through the pack to claim fourth.

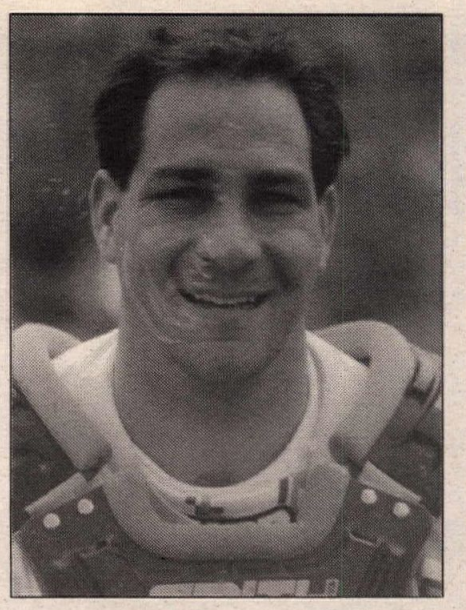
The hare brought his Yamaha out of the loop in fifth place and surprised the Wizards M.C. by heading out into the second loop.

"Smith said if he got passed, he was going to stop at the end of the first loop," a club member explained. I guess he must be having too much fun."

Hunnicutt brought his Kawasaki KX500 though the pits in sixth, ahead of fellow KX500 racer Jim Gray and Honda CR500-mounted Dan Richardson; Paul Pitts' Suzuki RMX250 was in ninth and Vet class racer Curtis Dice rounded out the top 10. Staten charged through in 11th, Jeff Capt brought his Kawasaki KX125 through in 14th, and Griewe had elbowed his way through to the head of the four-stroke pack in 15th.

Hamel described the first 25-mile loop as "...pretty fun because I was still sort of dry." But everyone agreed the race went downhill the moment the 50-mile second loop got underway.

Loop two followed loop one's course for the first 13 miles, turning off right before Dutchman Draw. The wear and tear caused by more than 200 riders made the going tough.



Greg Zitterkopf was in lead contention for most of the race but ended up second.

"The course was so chewed up it was unbelievable," said Hamel. "The ruts were unbelievably deep and there were novices stuck all over the place. I just started going way off the course and way round them. It took me a lot of time but it was worth not getting stuck."

To make things worse, the temperature dropped and the steady rain that had plagued the riders since the banner dropped turned to snow. Goggles fogged so badly they could no longer be worn and Hamel, like most of the racers, jettisoned his before the 10-mile mark.

Despite the heavy going, the order turned over fast in the early stages of loop two. Roeseler grabbed second from Lewis heading out of the pits, and before Lewis had time to recover, Zitterkopf had stormed by to take the 250cc lead despite suffering a front flat the moment the second loop began.

Hamel was still at the head of the pack when he swept through the alternate gas pit at the 22 mile mark, but the cold was starting to take its toll.

"I got a new pair of goggles but those only lasted two miles. I had No Fog on them and everything," said Hamel. "It was snowing so hard and hitting my face, it hurt. I was going in third when I should've been wide open in fifth. And my hands were totally numb. I had no feeling in them whatsoever."

The cold that slowed Hamel prompted Hunnicutt to ride faster and faster.

"The only thing that kept me going was thinking that the faster I rode, the faster I would be back," said Hunnicutt.

But the frigid conditions had the opposite effect on Suzuki siblings Corky and Chance Maughan.

"We quit," said older brother Corky, who lost his brake after denting his front disk in loop one. "We were all standing around a fire at the alternate gas - about 30 of us. People were still pulling in and stopping when we left. It was the only smart thing to do. There were bikes stuck out there, standing straight up on the mountain roads, and all the roads were about six different ruts 2- or 3-feet deep."

The pace got slower and slower as the loop wore on and the casualties started to mount. Roeseler fell and hurt his wrist, and also suffered a rear flat. Four-stroke leader Griewe stopped to thaw his hands at the alternate gas and had to watch three class rivals power by before he was ready to continue. Staten went down running wide open in a fast section.

"I couldn't see and I caught somebody's rut. I slid about 100 feet on my head. I was so cold by then, I was hating life," said Staten.

Winner Danny Hamel, the defending champ, was almost too cold to talk after the race.

The trail turned to fire roads for the last 15 miles, but Hamel did not have the strength to run at top speed in the adverse conditions - until he hit the 40-mile mark and looked back to see Zitterkopf only 30 feet behind him.

"My heart just sank," said Hamel. "I was so cold and I had no more energy left. I just wanted to cruise in but that (seeing Zitterkopf) rejuvenated me really quick. I knew I only had 10 miles and I went for it. I just toughed it out."

Utah's Brandon Gerber was also toughing it out - and turning heads while he did it.

"Gerber passed me out across some of the big flats. He was wide open with no goggles on. That guy gets the tough award," said Lewis, who tucked in behind Gerber and was rewarded three miles later when the hard-charging Kawasaki KX500 privateer from Utah led him past Roeseler.

By the time the racers reached the finish, the charge was all but gone. Most of the finishers looked like a sack of potatoes propped up on a bike and the only sign of life was in the 125cc Expert class, where the battle between Jason Kawell and Jeff Capt went handlebar-to-handlebar all the way into the finish chute and ended up with Kawell taking the 125cc Expert win in seventh overall by no more than a whisker.

Hamel completed the course in two hours and 10 minutes - one of only 89 total finishers from a field of 232. He was shaking so badly he could not speak and couldn't move his hands to take off his wet riding gear. When his boots were finally removed, they had to be turned upside down to let the water run out. There was little sign of the jubilance that normally accompanies a National victory.

"This is the worst race I've ever ridden as far as weather," said the Kawasaki/Answer/Acerbis/Beam/Bieffe/Braking/Dunlop/Don Joy/F&L/RK/IMS/Maxima/Magnum/N-Style/Pro-Circuit/Powerbar/Scotts Performance/Scott/Sprocket Specialists/Back Canteen/MXA-sponsored Hamel. "I didn't like the course that much, either. There were some really fun places out there, but then they would take us right back on a road. This would be a good race to practice for Baja."

Zitterkopf, who took 250cc honors in second overall, just two minutes behind Hamel, said the rough terrain at the beginning of loop two worked to his advantage.

"That's where I caught up and passed everyone. It was more motocross-ish. You had to pick your lines and stuff," said the KTM/White Brothers/Dunlop/Smith/Shoei/GP Stabilizer/Acerbis/Tsubaki/Renthal/IMS/FMF/F&L-backed racer. "I think the course would've been a lot of fun if it wasn't so muddy, and the club can't do anything about the weather."

Third overall was claimed by a very surprised Gerber, who had no idea he was running that high.

"I noticed that there were only two tracks but it was raining so hard, I didn't know whether the other tracks had been washed away. When I came into the finish and asked them how I did, I couldn't believe it when they said third," said Gerber.

The privateer Kawasaki KX500 racer had high praise for the course. "I probably liked it because I did well - you never really like a race until you do well, but if it wasn't for the rain, I think it would've been excellent," he said. "I got cold just like everybody else. I got wet and muddy and frozen, but I enjoyed the race."

Jimmy Lewis arrived seven minutes behind Hamel to claim fourth overall, Ted Hunnicutt hugged his exhaust to keep warm on his way to a fifth-place finish, and Colorado's Jim Gray toughed it out all the way to sixth. The hard-charging 125cc duo of Kawell and Capt dashed home to claim seventh and eighth, respectively, ahead of Curtis Dice, who topped the Over 30 Experts. Don Griewe, on an Arai/Dunlop/Roost America/Smith Goggles/Tsubaki/SIDI/Acerbis-sponsored ATK, repassed the three rivals that had passed him at the alternate gas and took the four-stroke win in 19th overall.

Malcolm Smith completed the course a respectable 10th overall, give or take his six minute "hare allowance," and said he enjoyed his first desert race since 1971 all the way through. Neat, Malcolm. CN

Results

O/A: 1. Danny Hamel (Kaw); 2. Greg Zitterkopf (KTM); 3. Brandon Gerber (Kaw); 4. Jimmy Lewis (Kaw); 5. Ted Hunnicutt (Kaw); 6. Jim Gray (Kaw); 7. Jason Kawell; 8. Jeff Capt (Kaw); 9. Curtis Dice (KTM); 10. Allan Donaldson (Kaw); 11. Jeff Boyd; 12. Andy Nelson; 13. Dan Richardson (Hon); 14. Kerry Lynn; 15. Vince Lucero; 16. Larry Roeseler (Kaw); 17. Mark Lundgreen (KTM); 18. Rex Staten (Kaw); 19. Don Griewe (ATK); 20. Steve Hengeveld (Kaw).

OPEN EX: 1. Danny Hamel (Kaw); 2. Brandon Gerber (Kaw); 3. Ted Hunnicutt (Kaw).

250 EX: 1. Greg Zitterkopf (KTM); 2. Jimmy Lewis (Kaw); 3. Allan Donaldson (Kaw).

125 EX: 1. Jason Kawell; 2. Jeff Capt (Kaw); 3. Steve Hengeveld (Kaw).

OVER 30 EX: 1. Curtis Dice (KTM); 2. Jeff Boyd; 3. Rex Staten (Kaw).

4-STRK EX: 1. Don Griewe (ATK).

MOTOCROSS GFI Winter Series South: Final Round

Dean Matson (01) led Craig Decker (141) and Cory Keeney (23) off the start in the second 125cc Pro moto. Decker used a consistent 2-1 moto tally to earn the overall win.

Decker dialed in at Perris

By Tony Alessi

PERRIS, CA, FEB. 28

It was business as usual for teenage sensation Craig Decker, as he put forth consistent rides for the overall 125cc Pro class victory and a close runner-up finish behind Rick Ryan in the 250cc Pro division at Perris Raceway.

The day's racing determined several class champs for the southern portion of the series, and points earned at this race and previous rounds will also be carried with the riders into the two showdown rounds, where riders from the southern part of the state will face off against the champs from northern California.

The southern California showdown round will be held at Perris, and northern rider Rick Ryan seemed interested in getting in some track time at the facility, as he made the drive south and began his day by leading the first half of the first 125cc Pro moto. Kawasaki-mounted Decker was having trouble trying to figure out Spud Walters, who passed Decker early in the moto and proceeded to block the Team Green rider for the next five laps. At the halfway point, Decker came to life and disposed of Walters to assume the runner-up spot. One lap later, Decker flew past the leading Ryan and immediately began to pull away from the Yamaha pilot.

Decker built up an impressive lead, but fell during the final moments of the race, letting both Ryan and Walters slip by. Decker remounted in third and instantly caught and passed Walters for second. Decker then dogged Ryan throughout the final circuit, but was unable to make the pass. Ryan won, and Decker had to settle for second place in front of Walters, Dean Matson and Suzuki-mounted Chris Young.

The second moto saw Minnesota State Champion Cory Keeney out front on his Varner-tuned Kawasaki, with Matson, Decker, Dana Wiggins, Donald Upton and Billy Joe Mercier in hot pursuit. First-moto winner Ryan suffered an early crash and was the last rider to complete the opening lap.

Near the front of the pack, Matson hesitated over a step jump, and Decker landed on him. Matson was too sore to continue, and retired from the moto, but Decker continued the race in second, a safe distance behind Keeney.

Decker seemed to watch Keeney for the next few laps before he powered past on his Tom Morgan-tuned Performance Engineering Kawasaki. Decker inched away with each lap until he held down a comfortable 12-second lead. Keeney remained in the runner-up position for the duration of the moto, where he was never seriously challenged. Wiggins, Upton and Young raced in a tight pack and completed the top five at the finish.

Decker's 2-1 score earned him the overall win, with Young second and Wiggins third.

Ryan had no intention of leaving empty-handed, especially after traveling such a great distance to the race. Ryan came back to lead the first 250cc Pro moto from the drop of the gate to the finish line.

Matson raced smoothly and conservativley for the runner-up spot, while Aussie Peter Melton recorded his best finish of the series with a solid third.

Decker fought through the field after starting outside of the top 10, and took the checkered flag in fifth place, right behind Young.

The second moto could only be described as a Decker runaway, as the likable rider rode a seemingly effortless race and left the competition far behind.

Young made short work of Ryan and moved into second, where he remained to the finish. Melton continued to perform well, and posted another strong third-place finish in front of a fading Ryan, who slipped to fourth at the finish, just ahead of the hard-charging Keeney.

When the dust settled, Ryan was given the overall victory by virtue of his 1-4 tally, which topped Decker's 5-1 and Young's 4-2.

Greg Schnell won three out of the four motos he entered in route to overall victories in both the 125 and 250cc Intermediate classes.

Travis Cory and Ty Kady battled during the opening laps of the first 250cc Intermediate moto, while Schnell ran outside of the top five. Kady began to push Cory hard, but appeared to be riding more conservatively than normal.

"I just got over a bad case of the measles, and I haven't ridden for close to two weeks," explained Kady. "I feel kind of weak."

Schnell turned up the wick, first carving under Anderson for fourth and then finding a line around Lex Malan for third. Schnell wasted little time in catch-

Greg Schnell controlled the Intermediate division, winning the 125 and 250cc classes.

Aussie Peter Melton (896), seen here chasing Brian Manley, was fourth 250cc Pro.

Mark Higham (282) diced with Chris Wheeler (58) and Bob Phillips (4). Wheeler won three of the four motos in the 125 and 250cc Novice divisions, scoring both overall wins.

Craig Decker (141) passes Chris Young in the 250cc class. Young finished third overall.

ing the leaders, and was looking for a way around. Schnell found a line after a set of double jumps, and he passed both Kady and Cory to take over the lead.

Schnell pulled away for the win, while Kady lost ground to Malan, who eventually finished second. Early race leader Cory slipped backwards to fifth in front of Anderson.

Chris Radzinski holeshot the second moto and led for the opening lap, but Anderson was on the move and outjumped Radzinski when he bogged before the launch ramp. Schnell quickly caught Radzinski and the two riders battled over second for the next three laps, while the leading Anderson put a 10-second advantage on the pack. With three laps remaining, Schnell finally made the move on Radzinski and began to reel in Anderson. Although Schnell did make up a substantial amount of time, he could not get within striking distance of Anderson, who handily won the moto. Radzinski had problems just 200 feet before the checkers.

"My chain broke, so I had to push the bike over the doubles and up to the finish line," said Radzinski, who finished a disappointing 12th place. Malan collected third place and was followed across the line by Yearsley and Kady.

Schnell also topped the 125cc Intermediate class over Kady, who posted a pair of runner-up finishes. Yearsley continued to show improvement by finishing a consistent third in front of Malan and Fretwell.

Chris Wheeler was king of the Novice class, as he swept three out of four motos in the 125 and 250cc Novice divisions.

Wheeler was untouchable in the 250cc Novice class, where he stormed away for a double-moto sweep over Mark Higham, Bob Phillips and Eddie Staab.

Wheeler did nearly the same thing in the first 125cc Novice class moto, but his win streak was unraveled in the second 125cc Novice moto by the smooth riding of Mike Davis, who won the moto. Eric Schnell put in a fine ride for second, but it was Wheeler who posted the overall win with a more consistent set of finishes. CN

Results

FIRST TIMER D-1: 1. Chris Blose (Yam); 2. Mark Hadden (Itj); 3. Kyle Foltz (Yam); 4. Broc Arnbruster (Yam); 5. Jamison Bastiaans (Yam).

50 FIRST TIMER D-2: 1. David Hooks (Yam); 2. Bryson Hopfe (Yam); 3. Mike Alessi (Yam); 4. Jimmy Rutledge (Yam); 5. Christopher Renshaw (Yam).

50 STK D-1: 1. Jason Ciarletta (Pax); 2. Nick Alvarez (Yam); 3. Cale Wallace (Yam); 4. Chad Gaumer (Yam); 5. Ryan Picard (Yam).

50 STK D-2: 1. Andrew Renshaw (Yam); 2. Francisco Cobo (Yam); 3. Tyson Talkington (Yam); 4. Justin Lavoie (Yam); 5. Daniel Taft (Yam).

50 MOD D-1: 1. Jason Ciarletta (Pax); 2. Cale Wallace (Yam); 3. Nick Alvarez (Yam); 4. Ryan King (Yam); 5. Scott Howe (Rcp).

50 MOD D-2: 1. Joel Nelson (Yam); 2. Francisco Cobo (Yam); 3. Tyson Talkington (Yam); 4. Andrew Renshaw (Yam); 5. Justin Lavoie (Yam).

60 0-8: 1. Dylan Lord (Kaw); 2. Shane Bess (Kaw); 3. David McFarland (Kaw); 4. Jason Ciarletta (Kaw); 5. Chad Gaumer (Kaw).

60 9-11: 1. Johnathon Shimp (Kaw); 2. Bryan McGavran (Kaw); 3. Michael Blose (Kaw); 4. Christopher Tocco (Kaw); 5. Eddie Frechette (Kaw).

80 BIG WHL: 1. Doug Harvey (Kaw); 2. Steve Deman (Kaw).

80 BEG D-1: 1. Dave Ramsey (Yam); 2. Oscar Valdez (Yam); 3. Bobby Bonds (Kaw); 4. Johnathon Shultz (Suz); 5. Reid Levi (Yam).

80 NOV: 1. Jimmy Varis (Suz); 2. Mark Tilley (Hon): 3. Billy Payne (Kaw); 4. Danny Carlson (Kaw); 5. Danny Montoya (Yam).

80 INT: 1. Jiri Dostal (Suz); 2. Jerry Aleman (Yam); 3. Robby Couse (Kaw); 4. Andy Harrington (Suz); 5. Scott Conley (Suz).

125 BEG D-1: 1. Tim Beatty (Yam) 2. Mike Wilson (Suz); 3. Chad Norton (Kaw); 4. Jay Rabjohn (Suz); 5. Dan Finch (Suz).

125 BEG D-2: 1. Erik Hughes (Kaw); 2. Ryan Walsh (Hon); 3. Leo Tidwell III (Hon); 4. Kris Laxoie (Suz); 5. Ryan Orr (Yam).

125 NOV: 1. Chris Wheeler (Yam); 2. Mike Davis (Yam); 3. Eric Schnell (Suz); 4. Phil Richmond (Suz); 5. Raymond Bowers (Kaw).

125 INT: 1. Greg Schnell (Suz); 2. Ty Kady (Kaw); 3. Greg Yearsley (Yam); 4. Lex Malan (Suz); 5. Shay Fretwell (Suz).

125 PRO: 1. Craig Decker (Kaw); 2. Chris Young (Suz); 3.Dana Wiggins (Hon); 4. Spud Walters (Kaw); 5. Cory Keeney (Kaw).

250 BEG: 1. Bryan Lamborn (Yam); 2. Frankie Mecono (Suz); 3. Kelly McDougall (Kaw); 4. Josh David (Suz); 5. Mark Romanaoli (Suz).

250 NOV: 1. Chris Wheeler (Yam); 2. Mark Highham (Yam); 3. Bob Phillips (Yam); 4.Eddie Staab (Yam); 5. Ron Gilbert (Yam).

250 INT: 1. Greg Schnell (Suz); 2. Erik Anderson (Suz); 3. Lex Malan (Suz); 4. Ty Kady (Kaw); 5. Greg Yearsley (Yam).

250 PRO: 1. Rick Ryan (Yam); 2. Craig Decker (Kaw); 3. Chris Young (Suz); 4. Peter Melton (Kaw); 5. Dana Wiggins (Hon).

500 BEG: 1. Jon Nixon (Hon); 2. Paul Evans (Suz); 3. Fred Thiel (Hon).

500 INT: 1. Darren Elliott (Hon); 2. Bobby Hubbard (Hon); 3. Tom Engel (Yam); 4. Joe Fernandez (Kaw).

500 PRO: 1. Don Upton (Hon); 2. Rick Ryan (Hon); 3. Dean Matson (Hon).

+25 BEG: 1. Scott Hoffman (Yam); 2. Eric Hameister (Yam); 3. Kelly McDougall (Yam); 4. Jeff Kiehl (Yam); 5. Jeff Cemensky (Kaw).

+25 NOV: 1. Bob Phillips (Yam); 2. Donny Sievertson (Yam); 3. Todd Broussard (Kaw); 4. Eric Beingesser (Yam); 5. Doug Allen (Kaw).

+25 INT: 1. Chris Lance (Yam); 2. Chris Radzinski (Yam); 3. Richard Truchinski (Suz); 4. Martin Klossner (Yam); 5. Jon Zahrt (Yam).

+30 NOV: 1. Donny Sievertson (Yam); 2. McGruder (Hon); 3. Ken Goldie (Yam); 4. Chris Craft (Hon); 5. Greg Mazzio (Yam).

+30 PRO: 1. Pete Murray (Suz); 2. Gregg Young (Hon); 3. Gary Doggett (Hon); 4. Mattias Gaug (KTM); 5. Carl Gazafy (Hon).

+35 NOV: 1. Pryor Campbell (Kaw); 2.Mike Narion (Hon); 3. Brad Morrison (Hon); 4. Steve Fortune (Yam); 5. Skid Rowe (Hon).

+35 INT: 1. Kenny Zahrt (Yam); 2. Fritz Schlegel (Yam); 3. Mark Stroup (Yam); 4. Willy Haney (Yam); 5. Randy Skinner (Suz).

+40: 1. Carl Gazafy (Hon); 2. Gary Doggett (Hon); 3. Mark Cook (Kaw); 4. Stig Petterson (Hon); 5. Jim Lavorci (Yam).

WMN: 1. Jamie Pamintuan (Suz); 2. Erin Donnelly (Kaw); 3. Jeanie Argento (Suz); 4. Stacy Bremner (Yam).

LOCAL EVENTS

Davis hot at Putnam County Short Track

By Dave Hoenig

SATSUMA, FL, MAR. 2
Ken Coolbeth and K.C. Racing hosted a new event during Daytona Cycle Week, a short track held at nearby Putnam County Speedway. And the one person who perhaps celebrated the most at the event was Expert class winner Will Davis.

"The track got better as the night went on, and the times were faster," said Davis. "It was pretty neat."

The Mother Fletchers/Bell/Fun Products/Motion Pro/KK Supply/SBS/Dennis Town-sponsored Davis led from start to finish over the runner-up, rookie Expert Brett Landes.

Fifty-six riders signed up to do battle in the Expert class, which required seven scratch heat races, six heat races and four semis to narrow the field down to 12 riders for the feature.

Davis powered to the front of the Expert final, while Kevin Varnes, Brett Landes and Rich King mixed it up in second, third and fourth, respectively.

"I tried to make up time in turns one and two, rather than try to find a real good line through three and four," said Davis of his fast and early getaway. "I just hoped not to make any terrible mistakes."

At the halfway point, both Landes and King had moved into second and third, relegating Varnes to fourth. Then Landes broke free of King and began to, ever so slightly, reel in the leader Davis.

"I thought I'd catch him, but I didn't think I'd pass him," said Landes. "He (Davis) would've had to make a mistake and he just doesn't make many mistakes," said Landes.

King held off Varnes for third, while Georgie Price, Jason Fletcher and James Hart rounded out the top seven.

Results

80: 1. Jeremy Thompson (Suz); 2. Brandon Rose (Yam); 3. Ben Miller (Yam); 4. Nick Evans (Suz).
125: 1. Glen Schnabel, Jr. (Kaw); 2. Dan O'Connell (Kaw).
250: 1. Ken Coolbeth, Jr. (Hon); 2. Glen Schnabel, Jr. (Hon); 3. Paul Lynch (Hon); 4. Margan Coolbeth (Hon); 5. Justin Coolbeth (Yam).
OPEN: 1. Ken Coolbeth, Jr. (W-R); 2. Glen Schnabel, Jr. (Hon); 3. Jay Skidmore (Rtx); 4. Ted Taylor (Yam); 5. Randall Shank (H-D).
SR +30: 1. Kenny Parker (Yam); 2. Jay Skidmore (Rtx); 3. James Berry (Yam); 4. Mark Davidson (Rtx); 5. Ken McConnell (Rtx).
SR +40: 1. Tom Robert (Hon); 2. Jim Bauerle (Hon); 3. Bill Snyder (Hon); 4. Charles Suprenant (Hon); 5. Norm Laviolette (H-D).
VINT: 1. Steve Captain (Tri); 2. Mike Barber (Bul); 3. Don Herron (Bul).
PRO-AM: 1. Chris Hart (Hon); 2. Jason Lorge (Rtx); 3. Eric Bostrom (Rtx); 4. Mike Warner (Rtx); 5. Doug Beattie (H-D).
883: 1. Jason Fletcher; 2. Ben Bostrom; 3. Steve Champine; 4. James Hart; 5. Robert Gette.
EX: 1. Will Davis (C-A); 2. Brett Landes (Rtx); 3. Rich King (Rtx); 4. Kevin Varnes (Rtx); 5. Georgie Price (Rtx).

Hines high points Freetown Hare Scrambles

By Michael Snyder

FREETOWN, MA, FEB. 7
More than 200 riders braved almost subzero temperatures to compete in the opening round of the NETRA Hare Scrambles Series, and when the checkered flag came out after four laps over a technical and tough 7.6-mile per lap course, it was local favorite and former National Enduro Champion Kevin Hines scoring the overall victory.

"I tried to ride smart and succeeded in having an uneventful day," said the Team Husqvarna rider, Hines. "I crashed once on the last lap after I grabbed a little too much front brake and went down. Other than that, I just tried to maintain a steady lap pace."

As the competitors lined up to do battle, the AA row looked like a who's who of New England and National contenders. Without a doubt the two favorites going into the race were Hines and Team Mirage's Tommy Norton, but when the pack blasted off the starting line, it was former NETRA Hare Scrambles Champion Dick Lazenski leading the way. Settling into second place was Hines, followed by last year's series runner-up Chris Crispin, Scott Phelps, Bob Davidson and defending series champ Norton.

When the riders reappeared out of the woods, it was Hines leading the way followed by Phelps, while Norton had dropped back.

"I got a bad start," said Norton. "Then I started working my way back up when I somehow bent my chain guide on my Kawasaki. I tried to nurse it to the pits but it didn't want to hear any of it and promptly threw the chain. I had to stop and take the guide off before I could get going again."

Up front, Hines extended his lead to nearly 30 seconds over a furious battle over second between Phelps and Crispin. Hines would go on and cross the finish line more than a minute ahead of his nearest competitor, who ever that would be, either Phelps or Crispin.

Phelps and Crispin continued their duel down to the wire with Phelps edging out Crispin for the runner-up honors.

"The course was really nice, although you had to use your head in the rocky sections, because of the ice and all," said winner Hines. "The guy who was leading at the start let me by and, all of a sudden, Phelps went by as well - arms and legs waving! I decided to get him behind me as soon as I could and, after I did that, it was smooth sailing to the checkered flag. I have to credit my win today to my Trelleborg studded tires, because they were the hot ticket out there, that's for sure."

Norton eventually worked his way back up through the pack to finish sixth overall.

Results

HI-PT: Kevin Hines (Hus).
AA: 1. Scott Phelps; 2. Chris Crispin; 3. Dave Gunn.
A HI-PT: Scott Baker.
A 125: 1. Todd Levesque; 2. Todd Stavens; 3. Bruce Wilcox II
A 200: 1. Michael Carlen; 2. Eric McEachern.
A 250: 1. John McMahon; 2. Jon Levesque; 3. Patrick Timothy.
A OPEN: 1. Jim Sincock; 2. Sam Verdetto; 3. Joe Gardina.
A VET: 1. Steve Peloquin; 2. Shannon Danylieko; 3. Rory Eastman.
A SR: 1. Steve Formanek; 2. Al Desroskieos; 3. Jerry Randall.
A 4/STRK: 1. David Carlson Jr.; 2. Scott Hyde; 3. John Campetti.
S/SR: 1. Joseph Morel Sr.; 2. Gordon Razee; 3. Jerry Shinners.
B HI-PT: James Stoddard.
B125: 1. Dan Murray; 2. Kevin Hubbard; 3. Stave Rancourt.
B 200: 1. Todd Dablowski; 2. Scott Gustanfson; 3. Mike Audesse.
B 250: 1. Chris Wimphelmer; 2. Paul McLeon Jr.; 3. Chris Diaz.
B OPEN: 1. Steve Barnes; 2. Bob Young; 3. Glen Giumarra.
B VET: 1. Jeff Bertocehi; 2. Daniel Gavin; 3. Mike Curtis.
B 4/STRK: 1. Bob Santheson; 2. Kevin Murphy; 3. Geoff Wurlitzee.
C 125: 1. Bob Santheson; 2. Tony Rebello; 3. Tim Nelson.
C 200: 1. Joshua Leonard.
C 250: 1. Craig France; 2. Richard Carlicci; 3. Jason McComb.
C OPEN: 1. Henes Kelly; 2. Eryk Lay.
C VET: 1. Rick Harrison; 2. Patrick Guiney; 3. Daine Comalli.
C SR: 1. Paul Dumais.
C 4/STRK: 1. Gary Simock; 2. Brian Dumais; 3. Jerome Ryan.
JR: 1. Mike Formanek; 2. Mike Millet; 3. Adam Clarke.
WMN: 1. Daine Comalli; 2. Sherry Landry; 3. Michele Lau.
MINI: 1. Jason Rodrique; 2. Hans Natt; 3. James Stoddard Jr.

Sweetland sweet at Gila Bend Grand Prix

By A.H. Tellier

GILA BEND, AZ, FEB. 21
Garth Sweetland was handed the overall win at the 17th running of the American Desert Racing Association's Gila Bend Grand Prix when KTM rider Destry Abbott suffered two flat tires.

Team Green's Sweetland had his KX500 wicked as he averaged over 48 mph over the 48-mile course, which riders completed two times. One lonely gas stop at the 20-mile mark gave the competitors another chance to refuel.

The GP featured damp sand and rock washes that took a serious toll on anyone running lean jetting. The course was littered with seized and overheated motorcycles, especially 125s. Kurt Schulz locked up his new Suzuki RM125 on a fast fire road, and said, "I've been motocrossing; I should have bumped up the gearing."

Abbott had to ride 20 rocky miles on a flat tire, then pinched another tube immediately upon starting the final lap. His troubles dropped him to 67th place.

Second overall behind Sweetland was Open Amateur class rider Tom Freimuth, who was a good nine minutes behind Sweetland. Freimuth, a New Jersey transplant, finished just ahead of 28 Expert class winner John Albro, who averaged just under 44 mph.

Lee Henry took advantage of the relatively smooth terrain to place third in the Open Expert class on a stock Suzuki DR350.

Tired of the easy competition in the Women's class, Lisa Wagher moved up to the 250cc Beginner class, but hit a rock and went over the bars. Wagher was sidelined when she broke her throttle cable and snapped her chain.

Senior Amateur class riders Stephen Gonzalez and Rocky Robling got into a tangle off the start, dropping Gonzalez at over 70 mph. "At least Rocky came back to see how I was," said Gonzalez, whose crew stopped him after one lap.

Mike Wadding made the trip out from southern California to win the Vintage class on a Yamaha XT600, averaging almost 40 mph over the single loop that the class ran.

Results

OPEN EX: 1. Garth Sweetland (Kaw).
28 EX: 1. John Albro (Kaw).
38 EX: 1. Wayne Decklever (Kaw).
200 AM: 1. Steve Richards (Kaw).
OPEN AM: 1. Tom Freimuth (Hon).
30 AM: 1. Brian Sinclair (Hon).
200 NOV: 1. Taylor Yancey (Yam).
250 NOV: 1. Jim Hicks (Suz).
OPEN NOV: 1. Mark Evans (Kaw).
200 BEG: 1. Kit Stokes (Kaw).
250 BEG: 1. Bill Foster (Hon).
OPEN BEG: 1. Carlo Caya (Hon).
30 VET: 1. Ray Plourde (Hon).
40 VET: 1. Kent Nicholls (Kaw).
50 VET: 1. Tom Schmid (Hon).
CLASSIC: 1. Alan Kim (Hon).
VINT: 1. Mike Wadding (Yam).
WOM: 1. Kate Kochenderfer (Hon).

Wilheimy wins Sandshore Lake Ice Race

By Tim McBride

BETHEL, MN, FEB. 21
General Engineering/Vernon Brown-sponsored Jerry Wilhelmy saved the best for last by topping the Open Pro class final as the Dirt Track Riders Association worked in conjunction with the Bethel Fire Department to hold their final ice race of the season on Sandshore Lake.

Cold temperatures greeted the hardy race fans, but things heated up fast as the riders lined up for the main event. Since it was the last race of the season, the riders agreed to add an extra five laps to the race, making it a 15-lap marathon.

Heat race winner Kurt Boehlke sat on the pole, but as the pack stormed into the first turn it was Wilhelmy in front, ahead of Boehlke, Nathan Slater and Randy Triplett. On lap two Triplett powered by Slater on the back straight and settled in behind Boehlke.

As the laps wound down, Wilhelmy and Boehlke pulled away from Triplett and engaged in what would be a grueling race-long battle that had the crowd cheering loudly. Boehlke chose the inside line, while Wilhelmy opted to ride the middle of the track. In every corner, the duo were side by side.

With three laps remaining, Boehlke pulled by on the inside and held the lead momentarily down the front straight, but Wilhelmy struck back in turns one and two. On the final lap a frustrated Boehlke made a last-chance run at Wilhelmy, using the outside line, but at the exit to turn four Boehlke lost control and slammed into the snowbank at high speed. Boehlke performed a nasty end-over-end crash, and was dazed but otherwise all right. Wilhelmy scored the win with Triplett and Slater in tow.

"I knew that if I got the start I couldn't make any mistakes!" said a tired-but-elated Wilhelmy, " borrowed a tire and it's worked great all year!" The win was Wilhelmy's first of the season in the Open Pro class.

The action stayed hot in the Open B class final. Heat winners Joe Tromberg and Dave Jendro chose the first two spots on the line. Jendro gated first, but Tromberg powered by on the back straight, while Nathan Slater and John Larson diced for third. At the halfway point Larson slid by Slater while Jeff Berg pulled off the track with mechanical problems. Larson waited until the last lap before making his move, slipping by Jendro in turn one and then passing a surprised Tromberg in turn four to score an exciting come-from-behind victory.

Results

OPEN PRO: 1. Jerry Wilhelmy (Rtx); 2. Randy Triplett (W-R); 3. Nathan Slater (Hon); 4. Kurt Boehlke (Kaw).
+30: 1. Jerry Wilhelmy (Rtx); 2. Randy Triplett (W-R); 3. John Larson (Hon); 4. Dave Jendro (Kaw); 5. Mike Tehro (Yam).
250: 1. Mike Ledin (Yam); 2. Jeff Berg (Yam); 3. Travis Johnson (Yam); 4. Jason Larson (Yam); 5. Rick Killenger (Kaw).
OPEN B: 1. John Larson (Hon); 2. Joe Tromberg (Yam); 3. Dave Jendro (Kaw); 4.Nathan Slater (Hon); 5. Mike Tehro (Yam).
BEG: 1. Scott Nyman (BSA); 2. Mike Ramacher (Kaw); 3. Erich Schneider (Yam); 4. Tod Johnson (Hon); 5. Doug Deering (Yam).
KIDS: 1. Bitsy Kantor (Yam); 2. Gail Tromberg (Yam); 3. Adam Deal (Kaw); 4. Scott Jendro (Kaw).

Marecak meticulous at Cupid Cup Trial

By Don Williams

PATTERSON, CA, FEB. 13-14
Close competition was the name of the game, as only two dabs separated Senior Amateur class winner Ken Marecak from fifth-place finisher John Husmann at the PITS Valentine's Day Cupid Cup Trial, which was held at Frank Raines Park.

Marecak, riding a Fantic, staged an impressive final-loop comeback, moving from fifth place to the top position. With his four closest competitors turning in their best cards on the opening trip around the grueling 10-section loop, Maracek spotted the leaders six points with the first loop being his worst.

Gas-Gas rider Mike Fenner and Husmann grabbed the lead on the first loop, with rousing three-point tallies.

Fenner took the lead into his own hands on the middle lap around the steep hills of the park, leading Steve Erwin, Steve Darrow and Husmann, who were deadlocked in second, four points back.

Fenner held first place by three points over Darrow and six over Marecak going into the final two sections on the cool, clear day.

Both Fenner and Darrow "fived" section nine, a short rocky ravine climb followed by a steep right-hand U-turn. Meanwhile, Marecak cleaned the section for the third time, moving him ahead of Darrow and a single point behind Fenner.

Section 10, which featured a heart-covered teeter-totter and s-turns up a steep, loose hill, was to be the deciding section. Fenner, who had cleaned the section twice, took a pair of dabs. Maracek, after scoring a "one" and a "three" earlier, needed a clean to claim the victory. Maracek put together the needed perfect ride to complete his amazing charge.

Senior Advanced rider Roger Tresler built up an early lead over Steve Muscatell and held on, 17-18, to post the lowest overall score of the "green plate" riders.

Master Kip Webb and Expert Kenny Lane rode to comfortable wins after constructing commanding leads on the opening circuit.

Results

MSTR: 1. Kipp Webb (Fan); 2. Scott Head (Fan).
EX: 1. Kenny Lane (G-G); 2. Mark Kowalczyk (Apr); 3. Neil Belvoir (Fan); 4. Howard Galbreath (Apr); 5. Doug Elliott (Fan).
AM: 1. Bruce Bolden (Yam); 2. Greg Muscatell (Fan); 3. Tim Fergon (Apr); 4. Don Williams (Bet); 5. Ken Williams (Fan).
SR AM: 1. Ken Marecak (Fan); 2. Mike Fenner (G-G); 3. Steve Erwin (Yam); 4. Steve Darrow (Yam); 5. John Husmann (Fan).
S/SR: 1. Hawley Slayton (G-G); 2. Jim Winter (Hon); 3. John Moore (Yam).
SR ADV: 1. Roger Tresler (Yam); 2. Steve Muscatell (Fan); 3. Bert Fulwider (Yam); 4. Fred Musta (Bet); 5. Ed Alari (Yam).
SR: 1. Rob Tufford (Yam); 2. Check DeWitt (G-G); 3. Matt Rydel (Yam); 4. Jeff Nelson (Mec).
NOV A: 1. Jeff Taylor; 2. Lori Dana (Yam); 3. Tim Rust (Fan); 4. Darrell Johnson (Yam); 5. Kim Dalton (Fan).
PREM L/W MSTR: 1. Ken Marecak (Tri).
PREM L/W ADV: 1. Ernie Stair (Tri).
PREM L/W INT: 1. Jim Cameron (BSA); 2. Ed Meager (Tri); 3. Milton Holloway.
PREM H/W ADV: 1. Ken Marecak (AJS); 2. Derek Belvoir (Vel); 3. Dick Mann (AJS); 4. Peter Ford (BSA).
PREM H/W INT: 1. Mike O'Brien (Mat).
MDRN CLSC MSTR: 1. Steve Darrow (Yam); 2. Terry Wiggins (Bul); 3.Paul Olliges (Bul); 4. Jim Porter (Yam).
MDRN CLSC ADV: 1. Bob Williams Jr. (Yam); 2. Bill Verbiscio (Yam); 3. Cecil Rendon (Hon); 4. Bob Williams Sr. (Yam); 5. Ira Shaw (Hon).
MDRN CLSC ADV/INT: 1. Jim Hickman (Hon).
MDRN CLSC INT: 1. Jon Scudder (Mon); 2. Steve Lawrence; 3. Terry Breitmaier; 4. Charlie Recasens (Kaw); 5. Kay Mann (Oss).
MDRN CLSC NOV: 1. Teresa Proehl; 2. Melissa Fenner (Yam).
MDRN MSTR: 1. Jim Winter (Hon); 2. Bob Reynolds; 3. Ed Alari (Yam); 4. Steve Rasmussen (Yam); 5. Bruce Monighan (G-G).
MDRN ADV: 1. Max Luna.
MDRN ADV/INT: 1. John Wheeler (Hon).
MDRN INT: 1. Karen Oswald (Fan); 2. Kyle Darrow (Yam).
MDRN NOV: 1. Susan Gunn.
JR INT: 1. Robbie Rasmussen (Yam).
JR NOV: 1. Greg Erwin (Yam); 2. Billy Robertson; 3. Melissa Fenner (Yam); 4. Cody Webb (Fan); 5. Brandon Rose.

Miller manhandles Caldwell Indoor Short Track

By C.D. Tooze

CALDWELL, ID, FEB. 20
Guy Miller overcame a DNF in the first heat race to win the combined 250cc/Open Sportsman main event in the Caldwell Fair Building Arena Indoor Short Track.

In the heat race, which was used to determine starting positions for the main, Randy Collins pulled the holeshot over Steven Arndt, Mitch Ward and Miller, who were three abreast into the first turn. Miller stalled on lap two, while Collins continued to lead. Ward slid out on the tight oval, and at the finish, it was Collins with the win, followed by Arndt and Shawn Stewart.

The main started off much the same, with Collins leading Arndt, Ward, Stewart and Miller around the first lap. On lap two things got tight and Miller went down in turn three. Ward was breathing down Collins' neck, with Arndt doing the same to Ward. At the halfway point Ward went down hard on the front straight when his engine blew, taking Arndt with him and bringing out the red flag. Ward was up quickly, but was through for the night. Arndt received some quick medical attention and was ready to go.

Collins led the single-file restart ahead of Stewart, Miller and Arndt. Miller wasted no time in getting by Stewart, and Arndt soon followed suit to take over second. Two laps later Miller had an excellent drive off turn four and blasted by Collins for the lead. At the finish it was Miller with the win, and Collins, Arndt and Stewart completing the top four.

The Open Expert division provided some good action as Jeff Russell grabbed the heat-race holeshot over Rod Reynolds, Jeff Waters and Ricky Henson. Henson was up to second place by lap three and took over the lead a lap later when Russell went a little wide into turn one. At the finish, Henson led Russell, Reynolds and Waters past the checkers.

Henson took advantage of his pole position in the main and led Russell, Reynolds and Waters around turn one. His lead was short-lived, however, as Russell crowded past him in turn three, taking Reynolds and Waters along with him. Three laps later Henson was back on Russell's rear fender looking for a way by. It seemed as if Russell wasn't going to budge, but on the 13th circuit of the 15-lap race, Henson nudged past and took the lead. On the white-flag lap Reynolds dove underneath Russell and after some contact was made, Russell found

himself on the ground. Suddenly Waters found himself in second, as Reynolds had almost gone down in the collision. Henson took the checkers first, followed by Waters, Reynolds and Russell.

In the Knobby Expert class it was business as usual for Miller, as he took the heat and main event wins. Miller was not without competition, however, as Rod Reynolds hounded him all night on a borrowed Suzuki DR350.

Miller led Todd Gillespie and Reynolds off the start in the heat race, but a few laps later Reynolds moved into second and latched onto Miller's rear fender. Although Reynolds had his front wheel under Miller several times, he was unable to make the pass. Miller beat Reynolds and Gillespie across the line in a close finish.

In the main, the riders started the battle where they had left off in the heat race. For 14 laps, Reynolds tried everything in the book to get by, and finally made the pass in turn one just as they took the white flag. Reynolds slid out, however, and Miller took the win after barely avoiding Reynolds' downed bike.

Results

P/W 50: 1. Neal Hoskovic (Yam); 2. Sean Reynolds (Yam); 3. Nicholas Carson (Yam).
P/W MINI 60: 1. Mrcus Jenkins (Hon); 2. Kyle Leonard (Hon); 3. Aaron Stone (Yam).
MICRO: 1. Anthony Gray (Kaw); 2. Shane Mays (Kaw).
MINI 80: 1. Shawn Stewart (Suz); 2. Marcus Jenkins (Yam); 3. Chris Parks (Kaw).
250 SPTSMN: 1. Guy Miller (Hon); 2. Steven Arndt (Hon); 3. Shawn Stewart (Kaw).
OPEN SPTSMN: 1. Randy Collins (Hon).
OPEN PRO: 1. Ricky Henson (Hon); 2. Jeff Waters (Rtx); 3. Rodney Reynolds (Hon).
KNOBBY BEG: 1. Tip Thomas (Hon); 2. Jason Gale (Yam); 3. Pete Soderling (Hon).
KNOBBY EX: 1. Guy Miller (Hon); 2. Todd Gillespie (Yam); 3. Rodney Reynolds (Suz).

Souza storms to Cycleland Motocross win

By Michael Rich

CHICO, CA, FEB. 28

The Spring Series got underway at Cycleland with Joe Souza using his superior mud-riding skills to score the win in the combined 250cc Novice/Junior class.

As the 250s came off the line at the start of the first moto, Steve Moore shot to the early lead. He was followed closely by Souza and Kevin Mitchell. As the riders circulated the track, Moore was able to move out to a substantial lead. Moore's arms, however, began to pump up making it difficult for him to hold on to the bike in the muddier sections. Souza slowly began to reel-in Moore and by the fourth lap was glued to Moore's rear fender. As the two entered one of the muddy turns, Souza shot to the inside and took the lead away from Moore. From that point on Moore slipped further and further back. At the finish, it was Souza taking the win with a comfortable lead over Mitchell and Brad Putnam.

When the gate dropped on the second moto, Mitchell rocketed into the lead followed by Moore. Souza gated poorly and found himself back in the pack when he came around the first turn. Up front, Moore wasted little time getting around Mitchell and finished the first lap leading the way. This time out Moore had something to prove and easily pulled away from the rest of the field. Souza was making slow progress toward the front passing a rider a lap. By the last lap he had moved in behind Mitchell. Once again, Souza used the muddy turns to his best advantage and was able to slip past Mitchell for second as they headed to the checkered flag.

Moore took the win and Souza second. Souza, however, earned the overall with 1-2 moto finishes, and Mitchell secured second overall and first in the Novice class. Moore was able to salvage second in the Novice class.

In the mini race, Tyler Edwards was the fastest off the line. He was followed closely by Mike Morgan and Kyle Gardner. Edwards' reign was short-lived after getting passed by Gardner before the end of the first lap. The rider on the move, however, was Nikki Harris, better known around Cycleland as "Girl Wonder." Having come off the line at midpack, Harris wasted little time moving to the front. Passing riders in bunches, Harris caught the leaders within two laps and then flew past both front-runners. Once in the lead, Harris moved away to an easy win. Edwards was able to hold on to second despite constant pressure from Morgan.

Bad luck struck Harris on the starting line for the second moto when the water pump on her bike went south causing her bike to seize before the fall of the gate. With their main competition out of action Morgan, Edwards, and Gardner came off the line and freight-trained throughout the race finishing in that order. Morgan was able to beat out Edwards for the overall with his better second moto finish. Gardner finished third overall.

Results

P/W: 1. Brandon Powell (Yam); 2. Larry McSpmack (Yam); 3. Darren Nye (Yam).
60: 1. Eric Nye (Kaw); 2. Darren Benson (Kaw); 3. Sara Gardner (Kaw).
MINI: 1. Mike Morgan (Hon); 2. Tyler Edwards (Kaw); 3. Kyle Gardner (Kaw).
125 NOV: 1. Michael Rich (Suz); 2. Scott McEnespy (Hon).
125 JR: 1. Terry Beal (Suz).
250 NOV: 1. Kevin Mitchell (Yam); 2. Steve Moore (Kaw); 3. Brad Putnam (Yam).
250 JR: 1. Joe Souza (Yam).
OPEN NOV: 1. Bill Taylor (Kaw).
OPEN JR: 1. Collin Moakley (Kaw).
VET: 1. Rick Nye (Hon); 2.Marty Lukaszewski (Kaw).
OT: 1. Doug Little (Yam).
INT: 1. Danny Rutherford (Hon).
PRO: 1. Lowell Moural Jr. (Hon); 2. Aaron Lewis (Yam).

Harrell hot at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, FEB. 20-21

Paul Harrell scored his first Toyota/Dunlop/Del Amo Motors/Budweiser Formula One Grand Prix race victory in 1993 at the second round of Willow Springs Motorcycle Club racing action at Willow Springs International Raceway.

Harrell had the race lead from the start on his Attack Racing-sponsored Suzuki GSXR1100, with second place initially being a battle between Jim VanVegten on his Risky Business Racing-sponsored Yamaha FZR1000 and Peter Christensen on his Suzuki GSXR1100. A lap down, Harrell was charging around the track and putting a growing gap on his nearest competitors. At the same time, a fierce battle was going on for second between Christensen, VanVegten, Bruce Tebo and Lance Holst. The spot was soon decided, as Christensen emerged in second with VanVegten third and Tebo fourth.

Tebo, riding on new tires, started making his move in the third lap, passing VanVegten in the inside of turn one to put himself in third. Two laps later, running through the fast turns eight and nine, Tebo piloted his Gary McDonald Racing/Del Amo Motors-sponsored Suzuki GSXR1100 around the outside of Christensen to move himself up into second.

Not content to watch Harrell's rear tire, Tebo continued to twist the throttle and as the riders started lap eight, he dropped inside of Harrell going through turn one and took over the lead. Tebo held that spot for a lap and a half until Harrell drafted him going down the back straight, retaking the lead.

Several turns later, as Harrell and Tebo continued to dice for the lead, they came up on lapped traffic. Harrell surprised the lapped rider, who moved over towards Tebo. Unfortunately, Tebo had nowhere to go but off the racetrack. Keeping the bike upright, Tebo got back on the course still in second, but Harrell was now well ahead.

At the checkered flag, it was Harrell taking the win with Tebo in second and VanVegten finishing third.

In the Maxima Racing Oil Formula Two race, Mike Riley grabbed the holeshot off the line on his Honda CBR600F2, followed by Andy Milton in second. Darting through the pack was Rodney Fee on his Grand Prix Imports-sponsored Yamaha TZ250, who quickly closed up and passed Milton in turn two. In no time, Fee was all over the tail of Riley. It took only a few more turns for Fee to find his opportunity, as he moved around the outside of Riley, running through turn four to give him the lead.

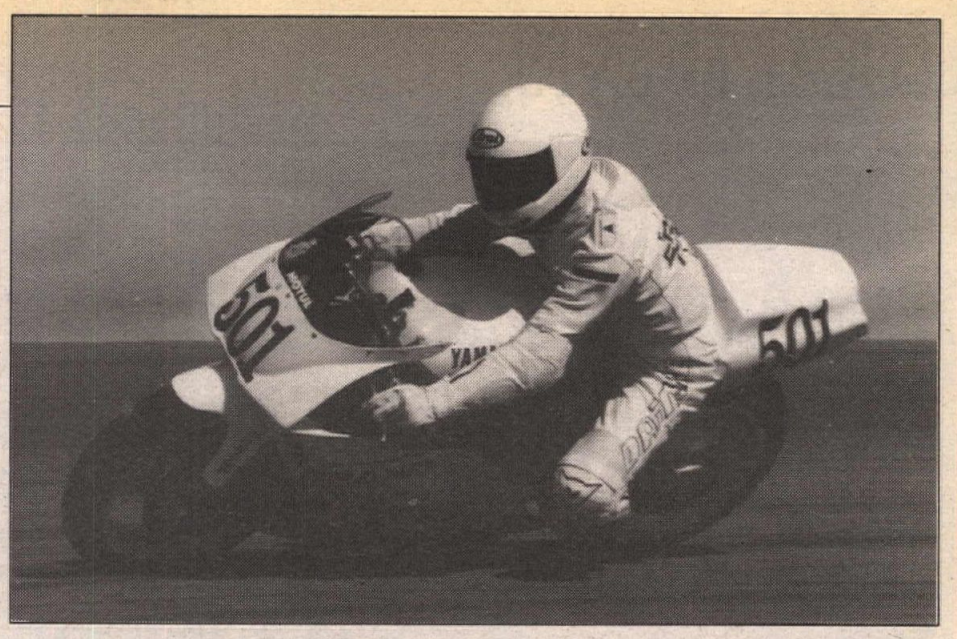
As the riders came down the front straight to complete the first lap, Milton had moved up on Riley and was in his draft heading towards turn one. His attempt to pass on the inside of the turn came up short as Riley shut him out.

A lap later, a three-rider battle had developed for second as Jason Paden, riding his Cine Camera-sponsored Yamaha TZ250 entered the fray. Within several turns, Paden emerged in second, followed by Milton on his F&L Fuels-sponsored Honda CBR600F2.

The remainder of the eight-lap event saw little change in the top three, as Fee opened up a comfortable gap between himself and second. Milton and Paden exchanged second place several more times, but at the line it was Fee with the win, Paden second and Milton in third. It was Fee's first WSMC Formula Two race win.

Results

600 MOD PROD: 1. Tim Tillman (Hon); 2. J. Andrew Milton (Hon); 3. Ritchie Thorp (Suz); 4. Willie Burr (Yam); 5. Walt Dorsch (Suz).
500 MOD PROD: 1. Daniel Equihua (Yam); 2. Earl Roloff (Kaw); 3. Brian Garbellini (Yam); 4. Joji Tokumoto (Yam); 5. Jeff Pepiot (Yam).
F-SGL: 1. Kevin Johnson (Yam); 2. Kirk Thompson (Yam); 3. Patrick Russell; 4. Jody Hendley (Yam); 5. John Nielsen (Yam).
750 MOD PROD: 1. Brian Sasaki (Kaw); 2. Walt Dorsch (Suz); 3. Richard Munn (Suz); 4. Michael Fickinger; 5. Rob Fletcher (Suz).
OPEN S/STK: 1. Anthony Lupo (Suz); 2. Orlando Pablo (Suz); 3. Curtis Adams (Suz); 4. Eric Nugent (Suz); 5. Brok McAllister (Hon).



Rodney Fee worked his way through the pack to win the F-II class at Willow Springs.

550 S/BK: 1. Dave Koskinen (Yam); 2. Frank Aragaki (Yam); 3. Daniel Equihua (Yam); 4. Brian Garbellini (Yam); 5. Jeff Pepiot (Yam).
F-40: 1. Don Grijalva (Yam); 2. Jeffery Carter (Yam); 3. Joji Tokumoto (Yam); 4. David Molitor (Yam); 5. Larry Schnur (Duc).
650 S/BK: 1. J. Andrew Milton (Hon); 2. Tim Tillman (Hon); 3. Ritchie Thorp (Suz); 4. Raymond Thibedeau (Yam); 5. Walt Dorsch (Suz).
OPEN S/BK: 1. Bruce Tebo (Suz); 2. Peter Christensen (Suz); 3. Lance Holst (Hon); 4. Anthony Lupo (Suz); 5. Jim VanVegten (Yam).
750 S/BK: 1. Kenny Kopecky (Suz); 2. Paolo Zeppa (Suz); 3. Robert Miller (Suz); 4. Brian Sasaki (Kaw); 5. Richard Munn (Suz).
BOTT H/W: 1. Tom Aquino (Duc); 2. Patrick Murray (Yam); 3. Larry Schnur (Duc); 4. David Wheeler (Duc); 5. Carl Legaspi (H-D).
BOTT L/W: 1. Earl Roloff (Kaw); 2. Richard Munn (Suz); 3. DaveKoskinen (Yam); 4. Jerry Jirkovsky (Kaw); 5. Robbie Dowie (Hon).
600 SGL: 1. Kirk Thompson (Yam); 2. Andy Seidlinger (Yam); 3. John Nielsen (Yam); 4. R.H. Taber (Yam); 5. Rich Papini-Chapla (Yam).
500 SGL: 1. Kevin Johnson (Yam); 2. Patrick Russell; 3. Jody Hendley (Yam)p; 4. Scott Fabbro (Hon); 5. Kevie Dowhower (Yam).
F-2 GP: 1. Rodney Fee (Hon); 2. Jason Pader; 3. J. Andrew Milton (Hon); 4. Peter Wensloff (Yam); 5. Steve Biganski (Yam).
600 S/STK GP: 1. J. Andrew Milton (Hon); 2. Ritchie Thorp (Suz); 3. Walt Dorsch (Suz); 4. Tim Tillman (Hon); 5. Bruce Tebo (Suz).
U/L F-1 GP: 1. Paul Harrell (Suz); 2. Bruce Tebo (Suz); 3. Jim VanVegten (Yam); 4. Peter Christensen (Suz); 5. Lance Holst (Hon).
500 S/STK: 1. Daniel Equihua (Yam); 2. Joji Tokumoto (Yam); 3. Brian Garbellini (Yam); 4. Ben Welch (Yam); 5. Kye Sharp.
BOTT VINT: 1. David Wheeler (Duc); 2. Bill Fennessy (Yam); 3. Craig Beecher (Nor).
750 S/STK: 1. Anthony Lupo (Suz); 2. Walt Dorsch (Suz); 3. Michael Fickinger; 4. Tim Blasquez (Suz); 5. Bomholt (Kaw).
OPEN MOD PROD: 1. Bruce Tebo (Suz); 2. J. Andrew Milton (Hon); 3. Curtis Adams (Suz); 4. David Claborn; 5. Orlando Pablo (Suz).
OPEN NOV: 1. Rand Tripp (Suz); 2. Jeremy Toye (Yam); 3. Dana Owen (Hon); 4. Jerry Evans Jr. (Hon); 5. Jeff Leonard (Yam).
500 NOV: 1. David Diaz (Suz); 2. Sean Robbins (Yam); 3. Darrell Roush (Yam); 4. Keith Moore (Yam); 5. Wesley Totsubo (Hon).
650 NOV: 1. Jeff Leonard (Yam); 2. Jerry Evans Jr. (Hon); 3. Jeremy Toye (Yam); 4. Eddie Gerrish (Hon); 5. Troy Henderson.
F-3: 1. Rodney Fee (Hon); 2. Kevin Murray (Hon); 3. Lee Parks; 4. Joji Tokumoto (Yam); 5. Scott MacAdam (Hon).

Horton hauls at Echconnee MX

By Toni Antoni

MACON, GA, FEB. 21

Team Green's Richie Horton was the big winner by posting two class wins at Echconnee MX, which was the track's first race of the 1993 season. Horton powered his Barr's Competition Kawasaki to convincing wins in both the 125cc B and Schoolboy classes.

While Richie was having little trouble on the track, little brother Robbie was having to work hard for his Senior Mini class win.

In moto one Team Green's Robbie Horton shot into the early lead with Shea Bentley in tow. Team Suzuki's Scott Pinson gated midpack but quickly cut through the pack, closing to within two seconds of Horton at the checkered flag.

In the second moto the AXO/Pro-Circuit/Scott-sponsored Pinson nailed the holeshot with Horton at his rear wheel. The two riders put on a show as the two riders diced. Approaching the white flag, Pinson lost control in the whoops and was pitched over the handlebars. Horton cruised on to victory with Bentley finishing second. Pinson recovered to take third.

In 125cc C class action Bieffe's Jeff Giese was the dominate rider by powering his Suzuki to double moto wins. David Dishman overcame bad starts to take second and Garret Pyles third.

Results

P/W: 1. Chad Ballard (Yam); 2. JoAnn Alexander (Yam); 3. Chad Freeman (Yam); 4. Amanda Alexander (Yam); 5. Krytina Alexander (Hon).
60: 1. Aaron Lindsey (Kaw); 2. Chad Albritten (Kaw); 3. Matt Beaty (Kaw); 4. Zach Rutledge (Kaw); 5. Danial Rhodes (Kaw).
JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Mick Bailet (Hon); 4. Matt Boone (Kaw); 5. Jon Rhodes (Hon).
SR MINI: 1. Robbie Horton (Kaw); 2. Shea Bentley (Kaw); 3. Scott Pinson (Suz); 4. Matt Walker (Kaw); 5. Chad Murphy (Suz).
125 C: 1. Jeff Giese (Suz); 2. David Dishman (Suz); 3. Garret Pyles (Suz); 4. Dickey Fountain (Suz); 5. Lyn Eiland (Hon).
125 B: 1. Richie Horton (Kaw); 2. Steve Saunders (Hon); 3. Tony Bishop (Kaw); 4. Shawn Sewell (Kaw); 5. Marty Murphy (Suz).
250 C: 1. Randy Hyde (Yam); 2. Marcus Landford (Suz); 3. Rusy Cohen (Hon); 4. Bobby Richards (Kaw); 5. Alan Mathews (Hon).
250 B: 1. David Hanlee (Hon); 2. Glenn Bates (Kaw); 3. Steve Sanders (Hon); 4. Rod Stuckey (Kaw); 5. Wane Deva (Kaw).
250 A: 1. Tommy Martin (Hon); 2. Ross Johnson (Suz): 3. Grant Wood (Kaw); 4. Gary Kellum (Hon); 5. Todd Sills (KTM).
16-24: 1. David Henslee (Hon); 2. Gary Kellum (Hon); 3. Marty Murphy (Suz); 4. Jon Grey (Suz); 5. Chris Seward (Suz).
U/L AM: 1. Rod Stuckey (Kaw); 2. Tim Bruce (Suz); 3. Shawn Sewell (Kaw); 4. Bobby Richards (Yam); 5. Wayne Devan (Kaw).
OPEN: 1. Danny Danks (Hon); 2. Glenn Bates (Hon); 3. John Trissel (Hon); 4. Mike Hamilton (Hon); 5. Benny Durrough (KTM).

Matthson, Quinn victorious at Hanford Motocross

By Tim Quinn

HANFORD, CA, FEB. 21

Aaron Matthson and Kelly Quinn were some of the day's big winners at the GFI North/South Showdown warm-up races at Hanford MX Park. Matthson scored the overall win in the 250cc Novice class, and Kelly Quinn grabbed the number one trophy in the 80cc Beginner division.

In the first 250cc Novice moto Tim Reeder pulled the holeshot ahead of Casey Musick and Greg Peyron. Matthson was seventh.

At the end of lap one Peyron motored around Musick for second, and Matthson worked up to fourth. It looked as through Reeder would walk away with the win as he began to pull away from the rest of the field, and Peyron pulled away from Musick.

Matthson, who was running fourth, passed Musick down the back straight for third.

By the fifth lap Peyron had closed in on the leader Reeder and began to apply pressure. At the same time third-place Matthson had also closed in on Peyron. All three riders began to battle for the lead when Peyron passed Reeder a turn after the finish-line jump. Reeder tried to take the lead but threw his bike away at the end of the front straight, giving the second spot to Matthson, and third to Musick. Peyron held to take the win ahead of Matthson and Musick.

Matthson wasted no time moving into the lead at the start of the second moto. Musick filed into second and Ken Shirley third.

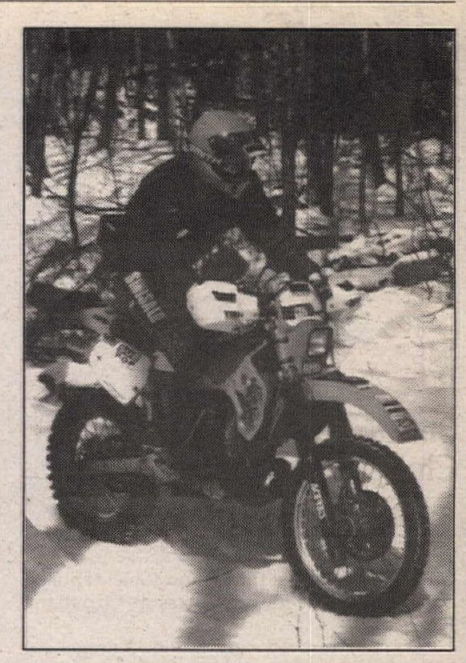
At the end of lap one, Reeder had moved in to second and Musick dropped back to fourth, while Shirley continued to hold on to third. Two laps later, Musick found some extra speed and moved around Shirley to take third. The race became a runaway for Matthson, leaving the rest of the field to battle among themselves. Near the end, Reeder, once again, crashed, over a tabletop jump on the front straight. At the checkered flag, it was Matthson taking the win eight seconds ahead of Peyron. Musick finished third.

Results

50 BEG: 1. J.J. Whipple; 2. Brian Burson; 3. Anthony Houser.
50 NOV: 1. Robert Harold.
60 BEG: 1. Brent Eichelberger; 2. Nicolaus Patzkowsky; 3. Brian Burson.
60 NOV: 1. Ryan Morais; 2. Joshua Hansen; 3. Robert Harold.
80 BEG: 1. Kelly Quinn; 2. Chris Dias; 3. Randal Gruber.
80 NOV: 1. Carl Baker; 2. Jess Medley; 3. Robert Blake.
80 INT: 1. Justin Quinn.
125 BEG: 1. Carl Baker; 2. Jeremy Carter; 3. Carl Sorensen.
125 NOV: 1. Joey Toste; 2. John Nolte; 3. Chad Blake.
125 INT: 1. Nathan Woods; 2. Dennis Springs; 3. Craig Humphrey.
125 PRO: 1. Rusty Holland; 2. Josh Boykin.
250 BEG: 1. Ken McRae; 2. Martin Markle; 3. Mark Steele.
250 NOV: 1. Aaron Matthson; 2. Greg Peyron; 3. Casey Musick.
250 INT: 1. Keith Mayes; 2. John Blair; 3. Ben Vitale.
250 PRO: 1. Josh Boykin; 2. Greg Allen; 3. Rusty Holland.
500 BEG: 1. Ken Johnson; 2. Wayne Neeley.
500 INT: 1. John Blair; 2. Rick Hollenbeck; 3. Dave Hosaka.
25-29 BE:G 1. Mark Steele; 2. Dale Gunter.
VET BEG: 1. Ken McRae; 2. Mark Avery; 3. Chris Davison.
VET NOV: 1. Jim Diyorio.
VET INT: 1. Troy DeHerra; 2. Jim Whipple.
OT: 1. Mark Graham.

LOCAL EVENTS

Dean Lane (2P) grabbed the holeshot at the Red River Cross Country. Steve Mack (16P) and Rusty King (P27) gave chase.



Pat Royer braved the cold weather and snow to win at the Snow Run Enduro.

King, Staufenbeil rule Barona Oaks Motocross

By Homer Eubanks

ROMONA, CA, FEB. 28

Timmy Staufenbeil and Tyler King put on the best show of the day in the 125cc (16-21) class at Barona Oaks Raceway MX.

King jumped off the line first but had Staufenbeil glued to his Kawasaki. The two traded the lead position several times, but King managed to prevail by taking the checkered flag first.

King holeshot the second heat and Staufenbeil was third behind John Emerson. Emerson and Staufenbeil tangled in the whoops with Emerson falling. Once Staufenbeil regained control of his Suzuki, King had opened up a 13-second lead. King held on for victory but Staufenbeil put in an impressive ride and closed the gap to a couple of seconds at the finish line.

King was the initial leader in the first 125cc Intermediate moto, with Jeff Tilton on his tail. Tilton took the lead on lap two and Dennis Dahlin followed him into second, while Staufenbeil slipped into fourth. By the third lap Staufenbeil had control of third and was moving in on Dahlin. Staufenbeil locked into the lead when Tilton and Dahlin tangled on the last lap. Both recovered with Dahlin second and Tilton third.

In the second moto Staufenbeil nailed the holeshot and relied on pure speed to pull away and score the win. Angelo Ingrande and Tilton provided most of the action, however, Tilton applied heavy pressure throughout the first two laps and motored into second when Ingrande got a little out of shape over the triples. Ingrande recovered to pressure Tilton throughout the race.

Aldo De La Cajiga scored the overall win in the 125cc Novice Stock class via two consistent second-place, finishes. John Conrad won the first heat and Wilson Nichols Jr won the second.

Results

250 INT: 1. Dennis Dahlin (Suz); 2. Jeff Tilton (Suz); 3. Lars Erik Larsson (Yam); 4. Gabriel Bolivar (Yam); 5. Kory Byers (Kaw).

250 NOV: 1. Brian McDuffee (Yam); 2. Chris Tibbetts (Yam); 3. Daniel Nichols (Suz): 4. Cory Davis (Kaw); 5. John Duffy (Yam).

125 INT: 1. Timmy Staufenbeil (Suz); 2. Jeff Tilton (Suz); 3.Angelo Ingrande (Hon); 4. Dennis Dahlin (Suz); 5. Lars Erik Lrson (Yam).

125 BEG: 1. Bryon Cox (Yam); 2. Eric Elson (Suz); 3. Damion Paterson (Kaw); 4. Robbie Atkinson (Hon); 5. Joe Minor (Suz).

125 NOV MOD: 1. Cory Bender (Suz); 2. John Emerson (Yam); 3.Mike Litzell (Suz); 4. Danny Dobey (Suz); 5. Deron Stidman (Hon).

125 NOV STK: 1. Aldo De La Cajiga (Kaw); 2. John Conrad (Yam); 3. Wilson Nichols Jr. (Suz): 4. Aaron Preman (Suz); 5. Richard Silva (Suz).

125 16-21 STK: 1. Tylor King (Kaw); 2. Timmy Staufenbeil (Suz); 3. John Conrad (Yam)' 4. John Emerson (Yam); 5. Deron Stidman (Hon).

125 12-15 STK: 1. Cory Bendor (Suz); 2. Mike Litzell (Suz); 3. Josh Warner (Hon); 4. Kurt Pierson (Suz); 5. Jodi Hollow (Suz).

S/MINI: 1. Dustin Nelson (kaw);2 . Josh Tarantino (Yam); 3. Manny Aias (Yam); 4. Colby Raymond (Suz); 5. Todd Clayton (Yam).

80 INT MOD: 1. Dustin Nelson (Kaw); 2. Josh Tarantino (Yam).

80 NOV STK: 1. Manny Arias (Yam); 2. Colby Raymond (Suz); 3. Jody Agostino (Yam); 4. Jennifer Nelson (Suz).

80 9-11 STK: 1. Geoff Rader (Suz); 2. John Hopkins (Suz); 3. Billy Laninoviott (Suz); 4. Duston Watson (Suz); 5. Benjamin Rose (Suz).

80 BEG: 1. Jason Fry (Suz); 2. Brad Millikan (Kaw); 3. Sean Allen (Suz); 4. David Santos (Yam); 5. Hector Rios (Suz).

JR CYC 7-11: 1. Geoff Rader (Kaw); 2. Emitt Kling (Kaw); 3. Dusten Watson (Kaw); 4. Cory Macombor (Kaw); 5. John Hopkins (Kaw).

OLD PHARTS: 1. Don Connelly (Suz); 2. Rudy Sevilla (Suz); 3. David Chunn (Yam); 4. Steve Laninovich (Yam); 5. Chris Swift (Kaw).

P/W FIRST TIMER: 1. Matthew Yanez (yam); 2. Rustin Millikan (Yam); 3. Angela Chunn (Yam); 4. Stephen Gartz (Yam).

P/W STK: 1.Jesus Casillas (Yam); 2. Dustin Good (Yam); 3. Ryan Beat (Yam); 4. David Meyers (Yam); 5. Cole Humphus (Suz).

P/W SEMI-MOD: 1. Ryan Beat (Yam); 2. Jonathan Rose (Yam); 3. Brian Thomason (Yam); 4. Chris Camdillo (Yam); 5. Mark Palmer (Yam).

P/W MOD: 1. Ryan Beat (Yam); 2. Mark Dalmer (Yam); 3. Andrew Wageman (Yam); 5. Cas Swift (Yam); 5. Brian Thomason (Yam).

JR CYC 0-8 OLD STK: 1. Cory Macombor (Kaw); 2. Jesus Casillas (Kaw); 3. Travis Bemis (Kaw); 4. Dustin Good (Kaw); 5. David Meyers (Kaw).

Hoenshell handles Red River Cross Country

By Mark Childre

MUENSTER, TX, FEB. 21

Clay Hoenshell bested Dean Lane to win the Pro class at the opening round of the 15-race Tucker Rocky-sponsored Texas Cross Country Series on the banks of the Red River in far north Texas.

A record crowd was on hand for the event, and contingencies from American Suzuki coupled with fantastic weather brought the winter-weary racers out in droves for a total of 428 entrants. With three races throughout the day, spectators were treated to a full schedule.

The course covered 8.5 miles of well-used trail, and was a combination of tracks used in previous years' events. The motocross-style start was staged in an open field with a first turn around a large oak tree. The course crossed Mountain Creek several times before heading into a woods section. The remainder of the course included fast open portions, rocky, rooted woods trails and a sand field. The Pro and Expert class riders ran six laps.

Fifteen Pros made up the first row of the morning event, all hoping for a piece of the $600 pro purse and contingencies ranging from Dunlop tires and Answer handlebars to Ancra tie-downs. When the flag dropped, MSR/KTM America/Duralube/Trick/KTM of Fort Worth-backed Dean Lane and MSR/Arlington Suzuki-backed Hoenshell were off to an early lead, pulling over a one-minute advantage on the pack in the first lap. By lap three, the two front-runners were caught up in their own private battle in the midst of lapped traffic.

"We kept using the lappers to pass each other in the woods," said Hoenshell. "Sometimes we'd both pass at the same time. We were having a great race! Dean would pull me by 10 to 20 seconds down in the creek and fast fields, but I'd reel him in in the woods."

After several crashes on lap four, Hoenshell was down by 48 seconds and it looked to be Lane's race. "The first half of the race I kept thinking I could get away from (Clay)," said Lane. "I'd glance back and, dang, he'd be right there. After the third lap I didn't hear him and Christi gave me the pit board showing 48 seconds. I thought, "Two laps to go, gotta keep the pace up or he'll reel me in like last year when I was on the 540.'"

A shallow, narrow gulley with a kicker at the entrance brought Lane's race to a premature and painful end. Lane suffered a collapsed lung, a separated shoulder and abrasions on his back when he high-sided in fourth gear. He was taken by helicopter to Harris Methodist Hospital in Fort Worth.

Hoenshell was confused when his pit crew indicated that he was winning, but he motored unchallenged to the win.

Some four minutes back from Hoenshell, Jeff Pearson, Jeremy Fipps, Darron Brawn, Jackie Liddell, Scott Stidd and Shaun Martin were having a battle of their own. Brawn and Fipps were on the gas early on, fighting for the third spot while Pearson motored on in fifth. By the second lap Fipps made his move, passing a fading Brawn through the water in Mountain Creek. Martin was working up from a last-place start, trying to catch Fipps. By the final lap, Fipps had inherited the number-two spot, with Pearson in third and Martin passing Liddell in Mountain Creek for fourth. Fipps' luck ended with a shattered clutch basket, giving the runner-up spot to Pearson. Like many others throughout the day, Martin got off hard while crossing the pipeline and had to switch to reserve within a mile of the finish, but still held off Liddell for third. Liddell and Stidd rounded out the top five Pros.

Open Expert rider Mike Abbott appears to be back up to full speed after dealing with a broken wrist for the latter half of last season. No one challenged Abbott's charge for the Expert overall, as he finished five minutes ahead of runner-up Bert Reynolds. Abbott was turning lap times fast enough to have secured third in the Pro class.

Results

PRO: 1. Clay Hoenshell (Rmx); 2. Jeff Pearson (Yam); 3. Shaun Martin (Yam); 4. Jackie Liddell (Yam); 5. Scott Stidd (Yam).

EX O/A: 1. Mike Abbott (Hus); 2. Bert Reynolds (KTM); 3. Bryan Cook (Kaw); 4. Adam Cox (Kaw); 5. Adrian Jacobs (Yam).

OPEN EX: 1. Mike Abbott (Hus); 2. Bert Reynolds (KTM); 3. Johnny Lamance (Hon); 4. Todd Tarver (KTM); 5. Derek Wedding (Hon).

250 EX: 1. Brian Cook (Kaw); 2. Adrian Jacobs (Yam); 3. Brent Shaw (Yam); 4. Bobby Southard (Hon); 5. Tom Ehmke (Yam).

OVER 30 EX: 1. Adam Cox (Kaw); 2. Darryl Smith (Yam); 3. David Culpepper (Hon); 4. Mark Childre (KTM); 5. Frank Shacklee (Yam).

OVER 38 EX: 1. John Krawczyk (KTM); 2. Sam Baker (Hon); 3. Chuck Howard (Yam); 4. Loyd Morgan (Yam); 5. Dan Burch (Hon).

200 EX: 1. Randy Sawyer (kaw); 2. Tom Robinson (Kaw); 3. Mark Wall (Yam); 4. Larry Rousseau (Kaw); 5. Darryl Pritchett (kaw).

125 EX: 1. Tod Myers (Hon); 2. OIiver Benetis (Hon); 3. Chuck Carlin (Hon); 4. Glen Boyett (Yam); 5. Jamie Lamance (Hon).

OVER 45 EX: 1. Gene Pannell (Yam); 2. Sonny Truitt (Yam); 3. Richard Thorne (Yam); 4. Dwight Leatherwood (Hon); 5. Larry Perry (Yam).

250 INT: 1. Chris Daubitz (kaw); 2. David Sellers (Hon); 3. Jeremy Ahlman (Rmx); 4. Todd Short (Yam); 5. Rick Yale (Hon).

OVER 30 INT: 1. Gary Prochaska (Kaw); 2. Eric Hobbs (Yam); 3. Larry Zimmerman (Hon); 4. Wally McKinnon (Yam); 5. Roger Geary (Hon).

OVER 38 INT: 1. Randy Hamlin (Yam); 2. Michael Mitchell (Kaw); 3. Mike Fussell (Yam); 4. Harry Husberg (Yam); 5. Perry Nettles (Kaw).

OVER 45 INT: 1. Larry Moreno (Yam); 2. Mike Nalley (Kaw); 3. Will Stidd (Yam); 4. Doyle Rogers (Yam); 5. Bill Pando (Hon).

4-STRK: 1. DAvid Culpepper (Hon); 2. David Siano (Hus); 3. Courtney Christian (Hon); 4. Brent Sellers (Hon); 5. Danny Whitaker (Hon).

AM O/A: 1. John Geacometto (Kaw); 2. Scott Foster (Hon); 3. Chuck Mayne (Kaw) 4. Robert Gomelski (Kaw); 5. Paul Otto (KTM).

OPEN AM: 1. John Geacometto (kaw); 2. Paul Otto (KTM); 3. Russ Clark (KTM); 4. Billy Dassinger (Hon); 5. David Maples (KTM).

250 AM: 1. Scott Foster (Hon); 2.David Kenner (Kaw); 3. Robert Andrews (Kaw); 4. Darren Voth (KTM); 5. Frank Frazier (Yam).

200 AM: 1. Wilfred Bergeaux (Kaw); 2. Timothy Gillis (Kaw); 3. Larry Preston (Kaw); 4. Eddie Linn (Kaw); 5. Lane Taylor (Kaw).

125 AM: 1 . Chuck Mayne (Kaw); 2. John Powers (Hon); 3. Loren Swor (Hon); 4. Ray Wadkins (Kaw); 5. Phil Rader (Yam).

OVER 30 AM: 1. Robert Gomelski (Kaw); 2. Charles Fulton (KTM); 3. Don Donald (Hus); 4. John Essinger (Hon); 5. Rick Haley (Yam).

OVER 38 AM: 1. John Deans (Kaw); 2. James DeJarneatt (Kaw); 3. Wayne Williams (Kaw); 4. Barry Jordan (Hus); 5. Wayne Reeves (Yam).

OVER 45 AM: 1. Ted Kerico (Hon); 2. Bud Johnson (Hon); 3. Joe Brittain (KTM); 4. Jim Lowrimore (Kaw); 5. Dale Little (Kaw).

MINI EX: 1. Robert Scherer (Kaw); 2. Corey Pratt (Kaw); 3. Mark Weeks (Hon); 4. Wade Cowser (Hon); 5. Chris DeJarneatt (Kaw).

WMNS EX: 1. Serina DeJarneatt (Yam); 2. Gayle Culpepper (Yam); 3.Laura Hancock (Kaw); 4. Cynthia Weekes (Kaw); 5. Susan Engel (Kaw).

MINI AM: 1. Chris Brannon (Kaw); 2. Jason Childre (Hon); 3. Elijah Wood (Hon); 4. Joe Everheart (yam); 5. Shane Gove (Kaw).

WMN AM: 1. Shawna Ralls (Hon); 2.Leslie Finnegan (Hon); 3. Sylvia Langford (Yam); 4. Jean Ott (Suz); 5. Susan Boyer (Suz).

Royer burns Snow Run Enduro

By Michael Snyder

WEST STAFFORD, CT, FEB. 21

More than 100 riders decided to brave the threat of a major snowstorm and cold temperatures to compete at the 40th Annual Snow Run Enduro, which kicked off the 1993 NETRA Enduro Series. Defending series champ Pat Royer turned in a low score of four points that no one else could match to earn the overall win on his Kawasaki KX250.

Unlike the last few years, there was no shortage of snow and frozen terrain, which caused many of the riders to mount Trelleborg studded tires to their motorcycles' rims. The Connecticut Ramblers Motorcycle Club and trail boss Bill Drummey laid out a 50-mile loop that was significantly different than previous Snow Run Enduros. Despite a close call with a tree, Boyer had a fairly uneventful winning ride.

"I got off to a good start," said the Kevins Racing Supply/Performance Cycles/Sinisalo Racewear/Fredette Racing/Acerbis/Smith Goggle/RK Chain/Motul Oil/Sudco International/Motion Pro/Works Enduro Rider-backed Royer. "I was feeling pretty frisky, so I styled through the first spectator section and was looking down at my route sheet when I tagged a tree. It popped the pipe right out of the exhaust port, but I managed to ride the bike out of that particular section and repaired it. That was the only incident I had which was surprising. The course was excellent but very, very fast. One thing's for sure and that's if you didn't have studded tires, you were in for a world of hurt out there."

One rider who made a valiant attempt to reel in the fleeing Royer but had to be content with runner-up honors was Husqvarna support rider Kemp Stewart. Stewart came out on top of a three-way tie with 125cc A competitor Ron Stavens and Four-Stroke class rider Jim Mitchell, who all tallied a score of six. Mitchell ended up as the A High-Point rider and Stavens earned first place in the 125cc A division.

Stewart wasn't without his problems: "I must've been suffering from some serious brain-fade or something; I totally blew the third check by burning it a minute early. That was where Pat beat me. I had him covered on elapsed time into the last tie-breaker check when he came in a little high on his minute. It's too bad because the course was excellent along with the check placement as well as mileage which was spot-on. This sport is a thinking man's game so when you have a lapse of concentration like I did, you don't find too many opportunities to correct your mistakes against competition like this. A win today would've been a much better way to begin the new season."

There were some close battles in the B division, most notably between Jeff Obrochta and B Veteran Mike Curtis. Obtrochta barely edged out Curtis to claim B High-Point honors with a score of 10. In the C division, it was C Bantam racer Diane Comalli scoring the win in the C Veteran class.

Results

O/A: 1. Pat Royer.

AA: 1. Kemp Stewert.

A HI-PT: 1. Jim Mitchell.
A BANTAM: 1. Ron Stavens; 2. Kerry Clark; 3. Peter Tanner.
A L/W: 1. Larry Pugrab; 2. Dave Gunn; 3. Steve Vanasse.
A H/W: 1. Guy Hill; 2. Eugen Sweeter; 3. Mike Zahansky.
A 4-STRK: 1. Jeff Walker; 2. Guy Girouy; 3.Marc Girouy.
A VET: 1. Max Parkes; 2. Tom Vella; 3. Steve Peloquin.
A SR: 1. Irv Witkop; 2. Jerry Randall; 3. Dave Ellingwood.
S/SR: 1. Joe Morel; 2. Jerry Shinners; 3. David Mathisen.
B HI-PT: 1. Jeff Obrochta.
B BANTAM: 1. Edward Bishop; 2. Todd Dabkawski; 3. Scott Gustafson.
B L/W: 1. Mark Bailey; 2. Nick Tsokalas; 3. Jeff Bauer.
B H/W: 1. Marcel Mathieu; 2. James Stoddard; 3. Bob Young.
B 4-STRK: 1. Wayne Miller; 2. Geoff Wurlizter; 3. Tom Farley.
B VET: 1. Mike Curtis; 2. James Drake; 3. Layne Dotlinger.
B SR: 1. Ron Courtemanche; 2. Bob Landry; 3. Russell Magee.
C L/W: 1. Pat Guiney; 2. Dean Olsen; 3. Viktor Bernard.
C H/W: 1. Veron Martindale; 2.Chris Tsokulas; 3. Jeff Scully.
C VET: 1. Daine Comalli; 2. David Martindale.
C SR: 1. Paul Dumais; 2. Ed Blum.
C 4-STRK: 1. Jerome Ryan.

Shields scores at Christiana Motocross

By Bart Wilber

CHRISTIANA, TN, FEB. 14
On a cold Valentines Day, Johnny Shields pulled out a win in the 250cc A class at Christiana Raceway.

On the staggered start, David Irwin got the holeshot and held the lead until Shields passed him in a set of small stutter bumps. Barry Tapp followed Shields by Irwin for second.

Bryan Gilliam passed Tapp for a short time, but had trouble over a tabletop jump and Tapp reclaimed second place. On the last lap in the last turn, it was Tapp's turn to have some trouble, and he let Gilliam claim the second-place finish. Shields scored the easy win.

The second moto was much the same, with Shields taking the lead at the start, followed by Gilliam and then Tapp. The trio were in the same positions at the finish, with only three seconds between them.

In the first moto of the 250cc B class, Stacy Hodges and Mike Duncan followed Shane Berryhill to a close finish with the A rider.

In the second moto, Berryhill led to a convincing win, followed by Duncan and Shannon Lynes. Ransom Jones and Hodges rounded out the top five.

Berryhill was the only rider to win two classes for the day as he cruised to an easy win in the 125cc B division followed by Brandon Powers and Clark Stiles. Stiles was the only rider to put any pressure on Berryhill, as he was closing the gap after a poor start. Stiles handed second place over to Powers in the last lap when he lost his momentum after landing badly over a triple jump.

Results

P/W 0-51: 1. Rob Mason; 2. Drew Clardy; 3. Rich Prescot; 4. Ross Pruitt; 5. Matt Anderson.
TR: 1. Austin Kennedy; 2. Laura Meredith.
65: 1. Eric Edwards; 2. Adam Hopkins.
85 JR MINI: 1. Anthony Nash; 2. Seth Dobbs; 3. Nick Buchhock; 4. Cory Denton; 5. Chris Rhodes.
85 SR MINI: 1. Wes Stiles; 2. Jay Green; 3. Kevin Roddy; 4. Brandon Hazelwood; 5. Travis Thomas.
125 BEG: 1. Jeff McDonald; 2. Shawn Snoddy; 3. Chris Townsend; 4. Steve Nash; 5. Robbie Watts.
125 C: 1. Phillip Myers; 2. Kevin Pike; 3. Neal Wilson; 4. Bart Scott; 5. Chris Neal.
SCHBY: 1. Jay Green; 2. Wes Stiles; 3. Adam Brock; 4. Brandon Hazelwood; 5. Ousley Cheek.
125 B: 1. Shane Berryhill; 2. Brandon Powers; 3. Clark Stiles; 4. Stacy Hodges; 5. Ted Wroking.
250 BEG: 1. Willie Pruitt; 2. Scott Turner; 3. Chris Bell; 4. Larry Gregory; 5. Randell Forless.
250 C: 1. Wade Perry; 2. Jerry Link; 3. Ashley Dement; 4. Kevin Christianson; 5. Jeremy Gossett.
250 B: 1. Shane Berryhill; 2. Mike Duncan; 3. Shannon Lynes; 4. Ransom Jones; 5. Stacy Hodges.
250 PRO: 1. Johnny Shields; 2. Bryan Gilliam; 3. Berry Tapp.
25+: 1.Mike Duncan; 2. Wade Perry; 3. Tad Working; 4. Kevin Christianson; 5. Ashley Dement.
30+: 1. Jerry Link; 2. Lindsay McGregor; 3. Robert Todd; 4. Danny Ledford; 5. Ransom Jones.
40+: 1. Danny Ledford; 2. Bart Wilber.
OPEN AM: 1. Damone Knox; 2. Brandon Powers; 3. Eric Slaughter.
NON-CURR: 1. Wade Barker; 2. Brad Privette.
ENDR: 1. Bob Fisher; 2. Matt Poindexter; 3. Shane Garner.
4-STRK: 1. Troy Bucy; 2. Chad Dudley; 3. Roger Young; 4. Kevin Wright.

Beyor again at Berlin Ice Race

By Steve Kelley

BERLIN, NH, FEB. 21
In the second race of the three-race New Hampshire Ice Racing Championship Series, Hal Beyor piloted his Kawasaki KX500 to the Open Cycle Pro class victory.

Beyor, a 10-year ice racing veteran, had no trouble in the first heat, quickly moving out in front of the pack during the first lap and staying there, as he did in last week's race in Wolfeboro.

In the second six-lap heat race, Beyor missed the holeshot to Steve Fitch. However, Beyor made his move after turn one and passed Fitch on the straightaway. But Beyor was not able to shake Fitch, who pursued in second place until the fourth lap when he rolled it on and passed Beyor for the win. Beyor, however, scored the overall victory with his 1-2 finishes.

Alan Boucher, on board his Yamaha SR500, competing in the Open Street Cycles class, began both heat victories well back in the pack. John Puglise, piloting a Kawasaki 750, fired off the starting line to take the holeshot in both heats. Puglise maintained a commanding lead through the first four laps of this first heat, while Boucher cautiously picked off the riders in front of him, one by one. Boucher passed Puglise after turn one on the fourth lap and continued on to victory, with Puglise taking second.

Results

STREET OPEN: 1. Alan Boucher (Yam); 2. John Puglise (Kaw); 3. Tim Duprey (Yam).
250+ CYC OPEN: 1. Ray Bergeron (Hon); 2. Bryan McKenna (Hon); 3. Bill Wilkens (Hon).
250+ NON-STUD OPEN: 1. Jimmy Morin (Hon); 2. Rick Morin (Hon); 3. Sam Dube (Hon).
250 CYC OPEN: 1. Bert Drouin (Hon); 2. Brian Supry (Hon); 3. Michael Grandmason.
OPEN CYC: 1. Hal Byor (Kaw); 2. Steve Fitch (Hon): 3. Ray Bergeron (Yam).
OPEN ENDR: 1. Steve Fitch (Hon); 2. Chester Farrow (Yam); 3. Mike Halliday.
125 OPEN: 1. Joe Stewart ; 2. Bryan McKenna; 3. Kevin Steed.
VINT: 1. Chester Farrow (Hon); 2. Paul Nault (Hon); 3. Sherry Fichtner.

Enduro win falls to Ferro

By Ken Harvey Jr.

LUCERNE, CA, FEB. 21
Ventura County M.C.'s John Ferro used his superior timekeeping tactics to score the overall honors at the UEA Tuff E' Nuff Enduro, narrowly edging out fellow VCMC member and ISDE gold medalist Jimmy Lewis by a mere two seconds.

The top six overall finishers managed to zero the 80-mile race, and nearly 350 riders turned out for the event.

The week of rain preceding the event left the desert in perfect, dustless condition, and the club was able to find several virgin trails on the outskirts of the open area. The course was set up as one big loop with a gas stop in the middle. Careful timekeeping was in order for the entire day, as the wet ground had mileage playing games with most of the riders. The only real special test that had riders behind was thrown out due to a mileage problem.

Bert Drovin (89) won the second heat ahead of Brian Supry (61) at the Berlin Ice Race.

"Farm Boy" Ferro, riding with Willie Kennedy, Nathan Davis and Frank Underlin was sharing timekeeping chores with Kennedy on minute 63. "I was letting Willie ride in front, and I could tell when he would hit a check, so it was easier to get through on :30," said Ferro. "I was actually lucky in the sense that Willie held me up in some of the faster sections, 'cause I ended up right in the middle of my minute. All the hot dog guys were coming in hot." All four riders on Ferro's minute finished in the top 10 overall.

Riding his first enduro in the 250cc class, Dana Van Stee was also running in contention for the overall, but hitting the tie-breakers a little earlier cost him some valuable seconds.

Lewis carded a nearly perfect score, with the exception of one check that he nearly burned. Lewis was run into while entering the check, but through a protest was granted a score of zero minutes and 30 seconds, and the tie-breaker seconds proved fatal to his chances at the overall win.

"I was marked 'cause I dabbed, but I kept forward motion," said Lewis. "After the checkers discussed what had happened and we looked at the rule, I was given a zero."

Back at the top of the Senior class results was Jack Labrum, who beat out rival Mike Keen.

A little farther back than usual was Team Green hero Larry Roeseler, who finished 11th overall one week after winning the opening round of the National enduro series. Roeseler still managed to steal a class win on his big Kawasaki four-stroke.

Another rider on a new Kawasaki thumper was Team Green technician Dave Chase. Attempting to follow in the tradition of number-one plates, Chase got the year off to a good start with a class win in the Vet Open division.

Super Senior class rider Dave Hutchings took the one-loop overall win with a score of one minute and four seconds. Brian Reese, a D-class rider, was second overall on his open Kawasaki, with a two-minute score.

Dual-sporters were out in force, with 14 entries in their class. Fred Tessaro of Team Dual Dogs took the class win and an impressive third overall among the one-loop riders, with a two-minute, 18-second tally, the result of a burned check. Second place went to Monte Anderson, who was followed by Mark Emery. CN

Results

O/A: 1. John Ferro (Hon); 2. Jimmy Lewis (Kaw); 3. Dana Van Stee (Kaw); 4. Erik Wolfe (Yam); 5. Steve Ogren (Kaw); 6. Erik Mattson (Hon); 7. Willie Kennedy (Hon); 8. Jack Labrum (Hon); 9. Nathan Davis (KTM); 10. Frank Underlin (Hon).
A 200: 1. Darren Rivers (Yam); 2. Stephen Read (Kaw); 3. Howard Bailey (Kaw).
A 250: 1. Jimmy Lewis (Kaw); 2. Dana Van Stee (Kaw); 3. Erik Wolfe (Yam); 4. Steve Ogren (Kaw); 5. Erik Mattson (Hon).
A OPEN: 1. Larry Roeseler (Kaw); 2. Rick Daniel (Yam); 3. Greg Herwig (KTM); 4. Scott Herwig (KTM); 5. Kurt Hintz (Kaw).
A VET 250: 1. John Ferro (Hon); 2. Willie Kennedy (Hon); 3. Frank Underlin (Hon); 4. Grant Palenske (Yam); 5. Mark "Trail Boss" Mangold (Suz).
A VET OPEN: 1. Dave Chase (Kaw); 2. Gary Scheidler (Yam); 3. Mark Getzfried (Kaw); 4. Phil Gorgone (Yam); 5. Robert Dunlop (Yam).
A SR 250: 1. Jack Labrum (Hon); 2. Steve Barklow (Kaw); 3. Rick Sowma (Yam); 4. Lowell Spiva (Hon).
A SR OPEN: 1. Mike Keen (Suz).
A S/SR: 1. Dave Hutchens (Yam).
A MAGNUM: 1. Morris Norman (Hon).
B OPEN: 1. Brad Cameron (Hon); 2. Dale Morse (Kaw).
B VET 250: 1. Corey Edwards (Kaw); 2. Marc Cartwright (Yam).
B VET OPEN: 1. Tim Schmidt (Kaw).
C 250: 1. Guy Herndon (Yam).
C 4-STRK: 1. Gregg Bicknell (KTM).
C VET 250: 1. James DeGain (Kaw).
C VET OPEN: 1. Steve Yeargin (KTM).
C MAGNUM: 1. Dean Kendle (Kaw).
C WOM: 1. Vicki Keen (Kaw); 2. Kimberly Quinn (Kaw); 3. Karen Campbell (Kaw); 4. Anne Crawshaw (Hon).
D 250: 1. Scott Rayvon (Hon); 2. Steven Ashton (Hon); 3. Tim Ferguson (Kaw).
D OPEN: 1. Brian Reese (Kaw); 2. Burch Thomas (Kaw).
D 4-STRK: 1. Mel Pastion (Hon); 2. Mike McLaughlin (Hon).
D VET 250: 1. Ed Dondanville (KTM); 2. Jeff Thompson (Yam); 3. Donald Knight (Kaw).
D VET OPEN: 1. Larry Williams (Yam).
D SR 250: 1. D.L. Cohea (Suz).
DUAL SPORT: 1. Fred Tessaro (Hon); 2. Monte Anderson (Hon); 3. Mark Emery (Hon); 4. Terry Nichols (Hon).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/28	Eastern Creek, Australia
4/4	Shah Alam, Malaysia
4/18	Suzuka, Japan
5/2	Jerez, Spain
5/16	Salzburgring, Austria
5/30	TBA
6/13	Hockenheim, Germany
6/26	Assen, Holland
7/18	Mugello, Italy
8/1	Donington, England
8/15	TBA
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

World C'ship Superbike Road Race Series

4/9	Brands Hatch, England
5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

4/4	Bra, Italy
4/18	Mons, Belgium
5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C'ship 250cc MX Series

3/14	Castigilione, Italy
3/28	Jerez, Spain
4/4	Valkenswaard, Netherlands
4/18	Payerne, Switzerland
4/25	Beaucaire, France
5/9	Sun City, South Africa
5/23	Laubus-Esch., Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

Info 614/891-2425

World C'ship 500cc MX Series

4/4	Hawkstone Park, England
5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

4/17-18	Le Mans, France
5/22-23	Catalunya, Spain
6/19-20	Anderstrop, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

4/18	Ettelbruck, Luxemburg
4/25	Bilstein, Belgium
5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

4/25	San Jose, CA M
5/1	Sacramento, CA M
5/8	Pomona, CA HM
5/30	Springfield. IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

5/22	Castle Rock, WA TT
6/13	Peoria, IL TT
7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA Regional C'ship Dirt Track Series

5/22	Norwalk, OH HM
5/23	Springfield, OH HM
5/29	Springfield, IL M
5/31	York, PA HM
6/12	Dayton, OH HM
6/25	Orrville, OH HM
7/4	Frederick, MD HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Camel Supercross Series

3/27	Irving, TX
4/3	Charlotte, NC
4/17-18	Pontiac, MI
4/24	Indianapolis, IN
5/15	Pasadena, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

4/17-18	Monterey, CA
5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braselton, GA
7/31-8/1	Brainard, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

3/21	Cadiz, KY
3/28	Hurricane Mills, TN
4/4	Redding, CA
7/11	Hookstown, PA
7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/18	Wellston, OH
5/2	Navarro, CA
5/23	Perkinston, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/22-25	Tulsa, OK
5/9	Stanhope, NJ
5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

3/21	Murphy, ID
4/18	Jericho, UT
5/15	Wells, NV
9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/ Yokohama Nat'l Cross Country Series

3/14	Greeneville, TN
3/28	Hurricane Mills, TN
4/18	Sharpsburg, MD
5/2	Boyers, PA
5/16	Brownsville, PA
6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Mid-South C'ship Winter Hare Scrambles Series

4/4	Centerville, TN
4/25	Greeneville, TN

Info 615/331-1475

AMA Southeastern Regional MX C'ship Mega Series

3/21	Blountville, TN
4/11	Kingport, TN
4/18	Blountville, TN
5/2	Macon, GA
5/16	Wytheville, VA
5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axton, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

4/10-11	SE MA Faulkville, GA
4/10-11	SC Topeka, KS
4/10-11	GL Grattan, MI
4/17-18	Laguna Seca, CA
4/17-18	MW GL Elkhart Lake, WI
4/24-25	SF W. Palm Beach, FL
4/24-25	NE Loudon, NH
4/24-25	SW Phoenix, AZ
5/1-2	Charlotte, NC
5/1-2	MA AHRMA Summit Point, WV
5/8-9	SF SE Talladega, AL
5/8-9	MW GL Beloit, IL
5/8-9	NE Loudon, NH
5/8-9	SC Talladega, AL
5/15-16	SW AHRMA Phoenix, AZ
5/22-23	MW GL Brainerd, MN
5/29-30	SF W. Palm Beach, FL
5/29-30	SE Faulkville, GA
5/29-30	NE Bridgehampton, NY
6/5-6	MW Beloit, IL
6/5-6	SW Las Vegas, NV
6/5-6	SC Topeka, KS
6/12-13	Elkhart Lake, WI
6/12-13	MA Summit Point, WV
6/12-13	MW GL Grattan, MI
6/12-13	NE Loudon, NH
6/19-20	Loudon, NH
6/19-20	SW Phoenix, AZ
6/26-27	SF SE AHRMA Braselton, GA
7/3-4	GL Grattan, MI
7/3-4	NE Bridgehampton, NY
7/3-4	SC Topeka, KS
7/10-11	SF W. Palm Beach, FL
7/17-18	Braselton, GA
7/17-18	MA Summit Point, WV
7/17-18	NE Loudon, NH
7/24-25	MW GL AHRMA Beloit, IL

7/31-8/1	Brainerd, MN
7/31-8/1	SF SE Faulkville, GA
7/31-8/1	NE Bridgehampton, NY
8/7-8	Lexington, OH
8/14-15	SF W. Palm Beach, FL
8/21-22	MW AHRMA Beloit, IL
8/28-29	Sears Point, CA
8/28-29	SF SE Talladega, AL
8/28-29	GL AHRMA Grattan, MI
8/28-29	NE Loudon, NH
9/4-5	SF SE Faulkville, GA
9/4-5	NE Bridgehampton, NY
9/4-5	SW Las Vegas, NV
9/11-12	MA Summit Point, WV
9/11-12	MW Beloit, IL
9/18-19	SF W. Palm Beach, CA
9/18-19	SE MA Braselton, GA
9/18-19	NE Loudon, NH
9/18-19	SW Phoenix, AZ
9/25-26	MW GL Grattan, MI
10/9-10	Pomona, CA
10/9-10	NE Loudon, NH
10/9-10	SW Phoenix, AZ
10/17	SF W. Palm Beach, CA
10/17	SC Topeka, KS
10/21-24	Daytona Beach, FL
12/12	SF W. Palm Beach, FL

Info 704/684-4297

WERA Pro Road Race Series *

3/19-21	West Palm Beach, FL
5/14-16	Braselton, GA
6/4-6	Kent, WA
7/10-11	Rosamond, CA
7/23-25	Clermont, IN
8/13-15	Pocono, PA
10/28-31	Braselton, GA

* Tentative

Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

4/3-4	Summit Point, WV
4/24-25	Rockingham, NC
5/1-2	Garrettsville, OH
5/22-23	Summit Point, WV
6/5-6	Garrettsville, OH
6/19-20	Long Pond, PA
7/31-8/1	Rockingham, NC
8/7-8	Summit Point, WV
8/13-15	Long Pond, PA
9/4-5	Garrettsville, OH
10/2-3	Garrettsville, OH
10/9-10	Summit Point, WV

Southeast Region

3/13-14	Faulkville, GA
3/27-28	Talladega, AL
4/24-25	Rockingham, NC
5/8-9	Faulkville, GA
6/5-6	Talladega, AL
7/3-4	Talladega, AL
7/17-18	Faulkville, GA
7/31-8/1	Rockingham, NC
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/18-19	Faulkville, GA
10/2-3	Talladega, AL
10/15-17	Faulkville, GA

Mid-Central Region

3/27-28	Talladega, AL
4/17-18	Mt. Meridan, IN
5/22-23	Hallett, OK
6/19-20	Hallett, OK
7/10-11	Mt. Meridan, IN
7/31-8/1	E. St. Louis, IL
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/4-5	E. St. Louis, IL
9/18-19	Hallett, OK
10/2-3	Talladega, AL
10/16-17	Hallett, OK

North Central Region

4/3-4	Clermont, IN
4/17-18	Mt. Meridan, IN
5/8-9	Grattan, MI
5/22-23	Mt. Meridan, IN
6/26-27	Grattan, MI
7/10-11	Mt. Meridan, IN
7/31-8/1	E.St. Louis, IL
8/13-15	Long Pond, PA
9/4-5	E. St. Louis, IL
9/11-12	Grattan, MI
9/25-26	S. Beloit, IL
10/2-3	Garrettsville, OH

South Central Region

3/14	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/13-15	Long Pond, PA
8/21-22	Hallett, OK
8/27-29	Millington, TN
9/11-12	College Station, TX
10/16-17	Henderson, TX

WERA Grand Nat'l Final

10/27-31	Braselton, GA

Info 803/681-9372

WERA Nat'l Endurance Series

3/20	W. Palm Beach, FL
3/27	Talladega, AL
5/15	Braselton, GA
5/22	Mt. Meridan, IN
6/5	Kent, WA
6/26	Grattan, MI
7/3-4	Garrettsville, OH
7/24	Clermont, IN
8/28	Millington, TN
9/11	College Station, TX
10/16	Faulkville, GA
10/20	Braselton, GA

WERA Nat'l Vintage Series

3/13	Faulkville, GA
4/3	Summit Point, WV
4/18	College Station, TX
5/2	Henderson, TX
5/8	Grattan, MI
5/8	Faulkville, GA
5/22	Summit Point, WV
5/23	Hallett, OK
6/5	Garrettsville, OH
6/19	Long Pond, PA
6/27	Henderon, TX
7/3	Talladega, AL
7/10	Mt. Meridan, IN
7/17	Faulkville, GA
7/25	College Station, TX
7/31	Rockingham, NC
8/7	Summit Point, WV
9/4	Garrettsville, OH
9/4	E. St. Louis, IL
9/12	College Station, TX
9/25	S. Beloit, IL
10/9	Summit Point, WV
10/28	Final Braselton, GA

AHRMA Historic Cup Series

4/10	Topeka, KS
4/17-18	Las Vegas, NV
5/1	Summit Point, WV
5/15	Phoeniz, AZ
6/12	Seattle, WA
6/26	Atlanta, GA
7/3-4	London, NH
7/24	Beloit, IL
8/28	Grattan, MI
9/18	Steamboat Springs, CO
10/9-10	Talladega, AL

Info 715/842-9699

BMW Classic Cup Series

7/3-4	London, NH
8/28	Grattan, MI
9/18	Steamboat Springs, CO

Info 715/842-9699

Vintage Iron Nat'l MX Series

3/27	Bremen, GA
4/24	Millville, MN
5/1-2	Tyler, TX
5/22	Budds Creek, MD
6/5	Hurricane Hills, PA
6/12	Blountville, TN
6/27	Eugene, OR
7/17	Linnville, OH
8/7	Southwick, MA
8/28-29	Colmesniel, TX
9/17	Steamboat Springs, CO
9/25	Buchanan, MI
10/16-17	Hollister, CA

Info 715/842-9699

AHRMA Northeast MX C'ship Series

4/25	Claverack, NY
5/22	Budds Creek, MD
6/5-6	Hurricane Hills, PA
7/10	Thunder Ridge, NY
7/25	Sleepy Hollow, PA
8/7	Southwick, MA
9/5	Raceway Park, NJ
9/26	Southwick, MA

Info 201/767-9654

AHRMA Midwest MX Series

4/24	Millville, MN
5/16	Casey, IL
6/6	Denmark, WI
7/11	Aztalan, WI
7/17	Linnville, OH
8/15	Antioch, IL
9/25	Buchanan, MI
10/9	Aztalan, WI

Info 414/684-4331

Classic Bike Magazine Dirt Track Series

4/18	Holiday Downs, GA
5/15	Polo, IL
7/17	Linnville, OH
8/11	Sturgis, SD
8/21	Lake Odessa, MI
9/15	Steamboat Springs, CO
10/2-3	Weedsport, NY
10/9-10	Dallas, TX

British Bike Magazine Trials Series

3/27	Bremen, GA
8/7	Toronto, OH
9/11-12	Beaumont, KS
9/16	Steamboat Springs, CO
10/10	White City, IL
10/23	Newnan, GA

Vintage Dirt Track Racers Assn. Series

4/4	ST Kellyville, OK
5/30-31	TT Kanopolis Lake, KS
6/12-13	ST Wichita KS
6/19-20	ST Sioux Falls, SD
6/26	HM Howard Lake, MN
7/10-11	HM Sturgis, SD
8/1	HM Oklahoma City, OK
8/2-3	HM Wakeeney, KS
8/7	HM Hutchinson, KS
8/9-10	HM Stockton, KS
9/3	HM Davenport, IA

Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

3/21	Union Bridge, MD
4/17	Warrensville, PA
5/15-16	Toronto, OH
5/30	Farrandsville, PA
7/18	Mainesburg, PA
8/7	Toronto, OH
10/10	Toughkenamon, PA

Info 715/842-9699

USCRA Vintage Road Race Series

5/8-9	London, NH
6/14	Loudon, NH
7/2-4	Loudon, NH
8/21-22	Mosport, Ont., CAN
9/4-5	Bridgehampton, NY
9/17-18	Bridgehampton, NY

Info 603/239-6778

NMA World Mini GP

4/16-18	Las Vegas, NV

Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/3-7	Ponca City, OK

Info 310/868-8112

SETRA C'ship Enduro Series

3/28	Lenoir, NC
5/2	Olustee, FL
5/30	Richloam, FL

SETRA C'ship Hare Scrambles Series

3/14	Maxeys, GA
4/4	Maxeys, GA
5/1	Charlotte, NC
5/23	Maxeys, GA

ECEA C'ship Enduro Series

3/28	Belleplain, NJ
4/4	Indian Mills, NJ
4/18	New Lisbon, NJ
5/2	New Gretna, NJ
5/9	Stanhope, NJ
5/30	New Philadelphia, PA
6/6	Whiteford, DE
6/27	Hobbie, PA
7/18	Blain, PA
8/8	Middlebury Center, PA
8/15	Speedsville, NY
8/29	Mauricetown, NJ
9/12	Shippensburg, PA
9/19	Brandonville, PA
9/26	West Greenwich, RI
10/3	Greembank, NJ
10/17	New Lisbon, NJ
10/31	Bear, DE
11/14	Warren Grove, NJ

Info 609/657-6338

MO Hare Scrambles C'ship Series

4/18	Steedman, MO
5/2	Westphalia, MO
5/16	Stanton, MO
6/13	Collins, MO
7/18	Russellville, MO
8/8	Sedalia, MO
8/22	Collins, MO
8/29	Tebbetts, MO
9/19	Canton, MO
10/17	Westphalia, MO
10/24	(Nat'l) Flat River, MO

Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

4/17-18	Bowling Green, KY
5/22-23	Bristol, TN
6/19-20	Leicester, NY
7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

4/2-4	College Station, TX
4/24-25	Macon, GA
5/22-23	Memphis, TN
6/6	Nashville, TN
6/12-13	Union Grove, WI
6/26-27	Denver, CO
7/3-4	Hunbolt, IA
7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

NMRA Drag Racing Series

4/3-4	Wittman, AZ
5/8	Sacramento, CA
6/5-6	Sonoma, CA
7/17	Palmdale, CA
8/14	Bakersfield, CA
9/18	Las Vegas, NV
11/20	Palmdale, CA

Info 805/944-5454

Sunday April 25 1993 MOTO AMERICA INC 1004 MAIN ST LILLINGTON NC 27546 919/893-3914

ANNUAL **Open House**

Win a New Guzzi

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3pm Bike Show with Trophies
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Free Photo by Harris
Door Prizes
Long Distance Award
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Demo Rides (Call for Appointment)
Swap Meet (Call to Reserve Free Space)
Motorcycle Stuff on Hand with Accessories

Open House 10am to 6pm
Complete New Guzzi Line on Display
Free Food and Drinks
New Daytona on Display

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National Cross Country Series

AMA SANCTIONED

March 27/28 (Round 3)
LORETTA LYNN RANCH
Hurricane Mills, TN
70 mi. west of Nashville on I-40, Exit 143 to Rt. 13N (615) 296-7700

April 17/18 (Round 4)
WHISKEY RIDGE - Sharpsburg, MD
I-70 to Rt. 65 S. to Sharpsburg, right on Main to South Mechanics/Harpers Ferry Rd. (301) 797-1025

SATURDAYS
Quads Race
1 PM
SUNDAYS
Bikes Race Noon

Entries and Information
RACER PRODUCTIONS
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(304) 594-1157

Cycle News Readers! The first to know!

GLEN HELEN

Sun., Mar. 14	SRA GP & Open Prac.	6:30 A.M.
Sun., Mar. 14	Spwy Prac. & Race	9:00 A.M.
Sat., Mar. 20	Sand Drags	6:30 A.M.
Sat., Mar. 27	Mt. Bike Race & Open Prac.	9:00 A.M.
Sun., Mar. 28	Double Cross GP & Open Prac.	6:30 A.M.
Sun., Mar. 28	Spdwy Prac. & Race	9:00 A.M.
Sun., Apr. 4	GHR Dealer MX Series & Open Practice	6:30 A.M.
Sat., Apr. 17	Sand Drags	6:30 A.M.
Sun., Apr. 25	MTEG Off-Road Races	

Thurs. Open MX Practice 8 a.m. to 5 p.m.
G.P. Track
Speedway Track - No Knobbies
Except July 29

Sat. & Sun. Open Practice 9 a.m. to 5 p.m.
MX Track
Except Sand Drag Weekends & June 20 & 26 1993
Gates Open 8 a.m. to 5 p.m.

INFO: (909) 880-1733

★★ **SPECIAL EVENT** ★★
TWO-DAY ISDE TRAINING CAMP
Jellico Creek ORV Park
Winfield, Tennessee
MARCH 27 & 28, 1993
$200.00 *(includes lunch both days)*
Instructors: Eight-time ISDE Gold Medalist - **Dick Burleson**
1991 Junior World Champion Team Manager - **Alan Randt**
All aspects of ISDE competition and the American ISDE Qualifying Series will be covered
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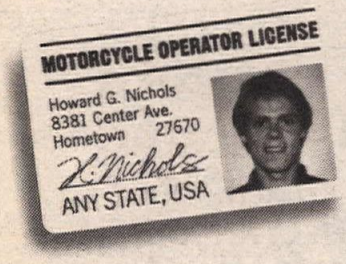

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April 24 1993
Vintage Dirt Track Racers Association
Show
Swap
Race
Vintage Antique Motorcycle Show - Swap Meet
9:00 a.m. - 4:00 p.m.
Creek County Fairgrounds
15 miles West of Tulsa, OK
Info: (918) 445-0671 Race Sign In 4:00 p.m.

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LACR Los Angeles County Raceway
Palmdale, CA 93550
INFO: (805) 272-8889
1993 Happenings At The Motocross Track

March 14	Sunday	CRC MX
March 20/21	Sat./Sun.	Oldtimers MX
March 28	Sunday	CRC MX
April 4	Sunday	CRC G.P.

OPEN PRACTICE
3 Tracks: Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Saturday - CRC Membership Required

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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
*Sat., Mar. 20 - Ngt Racing Opener (No Lic. Req.)
Sun., Mar. 21 - CRC Race (CRC License Req.)
*Sat., Mar. 27 - Night Race (No Lic. Req.)
*250% Pro Payback
Open Practice:
Every Tuesday 9 a.m.-2 p.m., 4 p.m.-10p.m.
Every Saturday 9 a.m. - 3 p.m.
New Pee Wee Track Available
Info Call: 714-855-2707

CALENDAR

MSA Winter Short Track Series

3/12-13	Tulsa, OK

Info 1-800-544-8714

SERA Enduro Series

3/14	Fort Polk, LA
3/28	Forest Hill, LA
4/25	Hattiesburg, MS
5/2	Saucier, MS
5/23	Wiggins, MS
7/11	Meridan, MS
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Lake Nimrod, AR
9/19	Gatesville, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

4/24	Hattiesburg, MS
5/22	Wiggins, MS
6/27	Maplesville, AL
9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

3/14	Reddick, FL
3/21	Dade City, FL
4/3	Hardeeville, SC
4/11	Reddick, FL
4/18	Orlando, FL
4/25	Ocala, FL
5/1	Hardeeville, SC
5/9	Reddick, FL
5/16	Orlando, FL
5/23	Ocala, FL
5/30	Dade City, FL
6/6	Orlando, FL
6/13	Reddick, FL
7/3	Hardeeville, SC
7/11	Reddick, FL
7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/721-7520

LISC Motocross Series

3/13	Bridgehampton, NY
3/27	Bridgehampton, NY
4/17	Bridgehampton, NY
5/15	Bridgehampton, NY
9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

NY State C'ship Hare Scrambles Series

5/23	Little Genesee, NY
6/6	Cattaraugus, NY
6/20	Speedsville, NY
7/25	South Edmeston, NY
8/1	Little Genesee, NY
8/29	Rew, PA
9/12	Ellenville, NY
9/26	South Edmeston, NY
10/10	Maple View, NY
10/24	Gowanda, NY

Info 315/895-7654

CRA Spring Hare Scramble Series

4/4	Salem, OH
4/18	Amherst, OH
4/25	Mansfield, OH
5/9	Uhrichville, OH

Info 216/729-4093

CRA Spring MX Series

4/4	Malvern, OH
4/24	Linnesville, PA
5/2	Salem, OH
5/16	Amherst, OH
5/23	Ravenna, OH

Info 216/636-5505

CRA Vintage MX Series

4/4	Malvern, OH
5/2	Salem, OH
6/27	New Philadelphia, OH
7/31	Linnesville, PA
TBA	Medina, OH
9/12	Ravenna, OH
10/17	Amherst, OH

Info 216/636-5505

CRA Fall MX Series

9/12	Ravenna, OH
9/19	Salem, OH
9/25	Linnesville, PA
10/17	Amherst, OH
10/24	Malvern, OH

Info 216/636-5505

CRA C'ship Road Race Series

5/8-9	Brainerd, MN
6/19-20	Brainerd, MN
7/17-18	Brainerd, MN
9/18-19	Brainerd, MN

Info 612/332-4070

AMA Hot Summer Nights Series

5/8	Knoxville, TN
6/5	Knoxville, TN
6/19	Knoxville, TN
7/3	Knoxville, TN
7/17	Knoxville, TN
8/7	Knoxville, TN
8/21	Knoxville, TN
9/4	Knoxville, TN

Info 615/573-5425

Virginia C'ship Hare Scrambles Series

3/21	Martinsville, VA
4/4	Martinsville, VA
5/2	Surry, VA
5/16	Budds Creek, MD
5/23	Rural Retreat, VA
6/13	Ivor, VA
6/27	Pulaski, VA
9/5	Dillwyn, VA
9/19	Middlebrook, VA
10-/3	Martinsville, VA
10/17	Newport News, VA
11/7	Surry, VA

Info 804/255-4620

Sabine Enduro Circuit

3/14	Pitkin, LA
3/28	Forest Hill, LA
4/24-25	Tulsa, OK
5/23	Wiggins, MS
7/25	Goodman, MS
8/8	Dry Prong, LA
8/22	Lake Nimrod, AR
9/5	New Waverly, TX
10/3	Nacogdoches, TX
10/17	Oklahoma City, OK
11/7	Muenster, TX

Info 903/845-3553

Black-Jack Enduro Circuit

3/14	Ft. Polk, LA
3/28	Cass, AR
4/24-25	Tulsa, OK
5/9	Chadwick, MO
5/23	Flat River, MO
6/13	Bunch, OK
7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Fourche Junction, AR
9/5	Gainesville, TX
9/19	Stillwater, OK
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 316/342-4436

OMRRA Road Race Series

4/17-18	Portland, OR
5/22-23	Portland, OR
7/18	Portland, OR
8/7-8	Portland, OR
9/25-26	Portland, OR
10/17	Portland, OR

Info 503/221-1487

Canadian Supercross Series

5/1	Toronto, Ontario
8/21	Montreal, Quebec

Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

5/9	Kelowna, B.C., CAN
5/30	Kamloops, B.C., CAN
6/20	Ashcroft, B.C., CAN
7/4	Calgary, Alta, CAN
8/1	Racehorse Creek, Alta, CAN
8/15	Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29	Drayton, Ont., CAN
9/12	Lethbridge, Alsa, CAN
9/26	Base Borden, Ont., CAN
10/3	Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19	Bobcaygeon, Ont., CAN
10/24	Primrose, Ont., CAN

Info 416/522-5705

International Old Timers MX Association Series

4/17-18	Boise, ID
5/1-2	Marysville, CA
5/29-30	Richland, WA
6/5-6	Edmonston, Al, CAN
6/19-20	Mammoth Mountain, CA
7/3-4	Mission, B.C., CAN
7/31-8/1	TBA, OR
8/14-15	Rock Springs, WY
9/4-5	Fernley, NV
9/11-12	Huron, CA

Info 209/688-3949

USBA Road Race Series

5/1-2	Salt Lake City, UT
5/22-23	Salt Lake City, UT
6/19-20	Salt Lake City, UT
7/11	Salt Lake City, UT
7/25	Salt Lake City, UT
8/15	Salt Lake City, UT
8/22	Salt Lake City, UT
9/11-12	Salt Lake City, UT
9/25-26	Salt Lake City, UT

Info 801/535-4625

IERA Hare Scrambles Series

4/14	Elliot, IA
4/18	Stratford, IA
4/25	Winterset, IA
5/16	Winterset, IA
5/23	Anamosa, IA
6/6	Dow City, IA
7/11	Fremont, IA
9/26	Thurman, IA
10/10	Hills, IA

Info 515/795-3440

IERA Enduro Series

6/13	Fremont, IA
8/29	Stratford, IA
9/19	Winterset, IA
10/3	Barlett, IA
10/24	Reinbeck, IA

Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series

3/26-28	G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16	Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27	Gran Carrera de Mexicali Mexican, B.C., MEX
7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

2/27	Mexicali Gran Prix Mexicali, B.C., MEX
5/1	Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12	Tecate Gran Prix Tecate, B.C., MEX
8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

High Plains Enduro Circuit

3/21	San Angelo, TX
4/4	Turkey, TX

Info 806/795-1218

Texas C'ship Hare Scrambles Series

3/14	Floresville, TX
3/28	Bastrop, TX
4/18	String Prairie, TX

Info 713/933-0900

CMRA Road Race Series

3/13-14	Henderson, TX
4/17-18	College Station, TX
5/1-2	Henderson, TX
5/22-23	College Station, TX
6/26-27	Henderson, TX
7/24-25	College Station, TX
8/21-22	Hallett, OK
9/11-12	College Station, TX
10/16-17	Henderson, TX

Info 713/342-9032

Texas Cross Country Assn. Series

3/21	Waco, TX
4/4	Jacksonville, TX
4/18	Lake Whitney, TX
5/2	Montague, TX
5/16	Gholson, TX
5/30	Lake Whitney, TX
6/13	St. Joe, TX
6/27	Muenster, TX
8/29	Terrell, TX
9/12	High Grove, TX
9/26	Montague, TX
10/10	Decatur, TX
10/24	Euless, TX

Info 817/346-1132

Oklahoma Cross Country Assn. Series

3/14	Stillwater, OK
4/4	Oklahoma City, OK
4/18	Oklahoma City, OK
5/2	Bunch, OK
5/16	Elk City, OK
6/6	Ardmore, OK
6/27	Pooleville, OK
8/29	Pooleville, OK
9/12	Ardmore, OK
9/26	Oklahoma City, OK
10/10	Stillwater, OK
10/24	Braggs, OK
11/7	Oklahoma City, OK

Info 405/386-6088

WSMC/Willow Springs Road Race Series

3/20-21	Rosamond, CA
4/17-18	Rosamond, CA

5/15-16	Rosamond, CA
6/19-20	Rosamond, CA
7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

MTEG Stadium Off-Road Series

3/20	Seattle, WA
5/1	Tempe, AZ
5/22	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

Info 714/938-4100

ATA C'ship Observed Trials Series

3/14	San Gabriel Canyon, CA
4/17-18	Lucerne Valley, CA
5/9	McCain Valley, CA
5/30	Littlerock Canyon, CA
6/12-13	Big Bear, CA
9/12	Cactus Flat, CA
10/10	Corral Canyon, CA
10/31	Lucerne Valley, CA
11/28	Lucerne Valley, CA

Info 213/259-6631

Southeastern Trials Riders Assn. Series

3/27-28	Bremen, GA
4/24-25	Crossville, TN
5/15-16	Fairview, NC
6/12-13	Carrolton, KY
7/17-18	Chattanooga, TN
8/21-22	Livingston, KY
9/11-12	Soddy Daisy, TN
9/25-26	Griffin, GA
10/23-24	Newman, GA
11/13-14	Belvedere, TN

Info 615/842-8288

GFI/MTEG/AMA Amateur SX Series

5/16	Los Angeles, CA
6/13	Las Vegas, NV

AFM Road Race Series

4/3-4	Sonoma, CA
5/8-9	Sonoma, CA
5/29-30	Sonoma, CA
7/10-11	Sonoma, CA
8/7-8	Sonoma, CA
9/4-5	Sonoma, CA
9/25-26	Sonoma, CA
10/10	Sonoma, CA

Info 510/537-8208

AMRRA Mini Road Race Series

5/2	Riverside, CA
6/6	Rosamond, CA
7/2-4	World C'ship Riverside, CA
8/8	Rosamond, CA
8/20-22	Can-Am Challenge Batavia, NY
10/3	Rosamond, CA
11/7	Riverside, CA
12/4-5	Riverside, CA

Info 310/516-8666.

Nor Cal YSR C'ship Series

3/21	Sacramento, CA
4/25	Sacramento, CA
5/16	Sacramento, CA
6/20	Sacramento, CA
7/25	Sacramento, CA
8/22	Sacramento, CA
9/19	Sacramento, CA
10/17	Sacramento, CA
11/17	Sacramento, CA

Info 916/485-9200

CMRRA YSR Road Race Series

3/14	Palomar, CA
4/11	Palomar, CA
5/16	Palomar, CA
6/6	Bakersfield, CA
6/13	Palomar, CA
7/3-4	Palomar, CA
8/6-8	Reno, NV
9/4-5	Palomar, CA
10/10	Palomar, CA
10/24	Bakersfield, CA
11/14	Palomar, CA
12/4-5	Palomar, CA

Info 714/891-0187

MARCH

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21	22	23	24	25	26	27
28	29	30	31			

APRIL

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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

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March 12

ALASKA ICE SPEEDWAY
• Alaska World Cup Ice Speedway C'ship. John Carlson Community Activity Center, Fairbanks. Info 602/299-0206.

March 12-13

OKLAHOMA SHORT TRACK
Motor Sports of America. Expo Square Pavilion, Tulsa. Info 1-800-544-8714.

March 13

ALASKA ICE SPEEDWAY
• WSRA/ICE. World Cup Ice Speedway Final. George M Sullivan Arena, Anchorage. Info 602/299-0206.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Over The Hill Gang. Barona Oaks, Ramona. Info 818/346-1247.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Carnegie Cycle Park, Livermore. Info 408/238-8208 or 223-8168.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-6139.
MEXICO ENDURO
Tecate 250. Los Ancianos M.C., Tecate, Baja, B.C. Info 619/460-1700 or 281-1400.
NEW YORK ROAD RACE
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OREGON SHORT TRACK
• Rusty McGrath Racing. Jackson County Expo Park, Central Point. Info 503/664-4217.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717759-2841.

March 13-14

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. 4th Annual Dog Run, Jerry Brennemen Memorial Dual Sport Ride. Dick Allen's, Newhall. Info 805/259-8460.

March 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Arkansas Motosports. Burns Park, North Little Rock. Info 501/562-9448.
CALIFORNIA MOTOCROSS
GFI Weekend of Champions. Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA YSR RACE
CMRRA. Amago Raceway, Palomar. Info 714/891-0187.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA HARE & HOUND
Invaders MC 24th Annual Saucer Run H & H. Teagle Wash, Red Mountain. Info 619/947-5477.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
CMC. U.S. Amateur Nat'ls. #2. Barona Oaks, Ramona. Info 619/246-7262.
COLORADO MOTOCROSS
• SRAC/RMP. Erie Raceway, Erie. Info 303/477-5333 or 933-7722.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
FLORIDA MOTOCROSS
FMC. MX of Marion County, Reddick. Info 904/721-7520.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cherokee H.S., Maxeys. Info 404/453-2211 or 453-4047.
GEORGIA MOTOCROSS
Bremen MX, Bremen. Info 404/941-8464.
IDAHO MOTOCROSS
• Owyhee M.C., Boise. Info 208/384-5512.
ILLINOIS SWAP MEET
J & P Promotions. McCormick Place West, Chicago. Info 319/462-601 1.
ILLINOIS MOTOCROSS
AMA/D-17. Central IL M.C. clubgrounds, Neoga. Info 217/895-2816.
KENTUCKY MOTOCROSS
Season Opener. Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY HARE SCRAMBLE
Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
LOUISIANA ENDURO
AMA/SERA/BJEC/SEC. LA Trail Riders Assn. Kisatchie Nat'l Forest, Vernon District, Pitkin. Info 504/748-8693 or 8569.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MISSOURI MOTOCROSS
AMA/D-22/Midwest Motosport. Kahoka. Info 816/727-2136.
MISSOURI MOTOCROSS
The Challenge Trax, Inc. Kingsville. Info 816/597-3528.
NEW MEXICO MOTOCROSS
NM Competition Club. Moriarty Raceway, Albuquerque. Info 505/888-7312.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
AMA/D-29. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.
OHIO HARE SCRAMBLE
CRA. 3-Hr. Mansfield M.C., Mansfield. Info 419/524-1347.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
AMA. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
AMA/D-11. Athens M.C., Athens. Info 614/592-1692.
OKLAHOMA CROSS COUNTRY
OCCRA. Stillwater. Info 405/386-6088 or 390-8812.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/ Broken Arrow. Info 918/486-1155.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON MOTOCROSS
• MXNW Series. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmn M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l C.C. Series. Dallas Ricker, Greeneville. Info 615/234-0772.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HARE SCRAMBLE
Texas C'ship Series/DBSA. Zars Ranch, Floresville. Info 512/545-4892.
TEXAS SWAP MEET
Swap Meet/Show/Expo. San Antonio Convention Center, San Antonio. Info 214/216-5520.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids OV Park, Richland. Info 509/837-3595.

March 20

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA VINTAGE RIDE
Garage Company, Los Angeles. Destination: KPFK Radio. Info 310/821-1793.
FLORIDA MOTOCROSS
ProSports USA Spring Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
Owyhee M.C. Fair Building Arena, Caldwell. Info 208/384-5512.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

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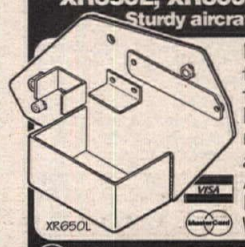

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Sun., Mar. 21 Weekend of Champions Round #2 Hollister Hills
Sat., Mar. 27 AMA D-36 Series Hollister Hills
Sat., Apr. 3 Hollister Hills
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National Motosport Association

Old Timers MX Association Race Schedule
Sat., Mar. 13 Perris MX GFI
Sat./Sun. Mar.20-21 OT, MX Winter Nat'l LA County Raceway
For Information Call (714) 633-9503

SRA GP California Schedule
Members Non Members
March 14 Glen Helen
April 18 Carlsbad
May 23 Glen Helen
Info (714) 957-2985

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Sat., Mar. 20 GFI Super Saturday Morning MX Perris
Sat., Mar. 27 GFI Super Saturday Morning MX Perris
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CALENDAR

WASHINGTON TT
AMA/D-27. Oakwood Arena, Roy. Info 206/536-1620.
WASHINGTON OFF ROAD
MTEG Stadium Off Road Series. Kingdome, Seattle. Info 714/938-4100.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615.

March 20-21

CALIFORNIA ROAD RACE
• Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
CALIFORNIA MOTOCROSS
OTMX Nat'ls. OTMX & OTHG. Los Angeles Raceway, Palmdale. Info 818/346-1247.
ILLINOIS MOTOCROSS
AMA/D-17. Lincoln Trail Motosports, Casey. Info 217/932-2041.

March 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
• CMC AZ. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Hollister Hills Round #2 Weekend of Champions Series. Hollister, Info 408/238-8208 or 637-2073.
CALIFORNIA YSR RACE
Nor Cal YSR 50 C'ship Series./Capitol Yamaha. Prairie City OHV/Rattle Snake Raceway, Sacramento. Info 916/537-7141 or 485-9200.
CALIFORNIA DESERT RACE
SDCSCI/FRT/D-38 C'ship Series. Cycle Parts West March Madness Team Race. Plaster City West, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC. Starwest Raceway, Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
D-36/J & S Promotions. Nor Cal Series Round 6. Carnegie SVRA, Tracy/Livermore. Info 510/455-1318.
CALIFORNIA MOTOCROSS
Spring Series. Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA ENDURO
AMA/D-37. Prospectors MC 39th Annual Gold Rush Enduro. Searles Station, Red Mountain. Info 310/830-4025 or 619/243-4979.
CALIFORNIA MOTOCROSS
• AMA/D-36. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA GRAND PRIX
Double Cross. Sunrise Valley Raceway, Adelanto. Info 714/371-6333.
CALIFORNIA MOTOCROSS
Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA DUAL SPORT
AMA/D-37. Ride For Kids Dual Sport. Honda Rider Education Center, Colton. Info 310/783-3786.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo Motosports Par, Pueblo. Info 719/543-6501 or 303/933-7722.
DELAWARE HARE SCRAMBLES
ECEA/D-7/Delaware Enduro Riders. Gunning Bedford School, Delaware City. Info 302/834-4411.
FLORIDA MOTOCROSS
FMC/ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA TRIALS
FTA Series. Central FL Trials Club, Crooms Park, Brooksville. Info 407/876-1214.
FLORIDA MOTOCROSS
FMC. Dade City Raceway, Dade City. Info 904/353-8800.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Green Acres, Marion. Info 316/636-5113.
KENTUCKY HARE SCRAMBLES
AMA Nat'l C'ship Series. Western KY Trail Riders, Cadiz. Info 502/522-6624.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc Billings. Info 417/744-2593.
NEBRASKA HARE SCRAMBLE
Orleans Lions Club, Alma. Info 308/928-2503.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/267-4392.
NEW YORK MUD/
SNOW SCRAMBLES
Owego Motorsports Park, Owego. Info 607/748-6049.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
D-6. Pagoda M.C., Birdsboro. Info 215/582-3717.
PENNSYLVANIA HARE
SCRAMBLES
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
AMA/S.E. Regional C'ship. Mega Series. Scott USA Day. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS CROSS COUNTRY
TCCRA Series. Waco Eagles MX, Waco. Info 817/346-1132.
VIRGINIA HARE SCRAMBLES
VA State C'ship. Blue Ridge Cycle Club, City Reservoir, Martinsville. Info 703/632-5931.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

March 27

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2727.
CALIFORNIA MOTOCROSS
Racing Enterprises.Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
AMA/D-36/ Round #4 NorCal Challenge. Hollister Hills GP Track, Hollister. Info 510/687-1777.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Spring Series. ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
AMA/D-11.Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Delaware County Fairgrounds, Delaware. Info 614/596-2057.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.

March 27-28

GEORGIA TRIALS
Southeastern Trials Riders Assn. Bremen. Info 615/842-8288.
IDAHO MOTOCROSS
• Owyhee M.C., Boise. Info 208/384-5512.
MARYLAND MOTOCROSS
AMA/D-7 & 13. Loretta Lynn's Area Qualifier. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
PENNSYLVANIA MOTOCROSS
Loretta Lynn's Area Qualifier. The Challenger, Jacksonville. Info 412/726-5494.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

March 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS ENDURO
Black-Jack Enduro Circuit. Cass. Info 316/342-4436 or 903/832-5323.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Rovers MC. Rover Boner Run, Lucerne Valley. Info 714/693-1025.
CALIFORNIA MOTOCROSS
GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA SWAP MEET
SCQ Promotions M/C Parts Exchange. Long Beach Veterans Stadium, Long Beach. Info 310/323-9611.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMC. U.S. Amateur Nat'ls. Sunrise Valley Raceway, Adelanto. Info 916/246-7262.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
COLORADO MOTOCROSS
• SRAC/CMP. Lakewood. Info 303/788-7722 or 933-7722.
FLORIDA MOTOCROSS
AMA Loretta Lynn's Area Qualifier. MX of Marion County, Reddick. Info 904/721-7520.
FLORIDA MOTOCROSS
Wausau MX , Wausau/Chipley. Info 904/638-1012.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
ILLINOIS MOTOCROSS
AMA/D-17. Central IL M.C. clubgrounds, Neoga. Info 217/895-2816.
INDIANA GRAND PRIX
AMA/D-15/Leisure Time GP. Medaryville. Info 317/897-3127.
LOUISIANA ENDURO
SERA Enduro Series. Acadiana Dirt Riders, Forest Hill. Info 205/979-4542.
KENTUCKY MOTOCROSS
Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Pendleton Co. M.. Park, Gardnersville. Info 606/472-3442.
LOUISIANA ENDURO
Sabine Enduro Circuit. Cajun Classic Enduro, Forest Hill. Info 903/845-3553 or 504/928-2117.
MARYLAND HARE SCRAMBLES
Antietam M.C., Hagerstown. Info 301/797-8686.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
NEW JERSEY ENDURO
ECEA C'ship Series. Belleplain. Info 609/657-6338.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn. Hogback Hill Raceway, Palmyra. Info 315/597-6039.
NORTH CAROLINA ENDURO
SETRA C'ship Series. Brown Mountain Lights Enduro, Lenoir. Info 704/872-1820.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
AMA. Treaty M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
AMA/D-11/Dynamic Promotions. Hidden Hills Raceway, Athens. Info 614/593-6704.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OREGON MOTOCROSS
• Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA SWAP MEET
J & P Promotions. 8th Annual Parts Extravaganza. Farm Show Complex, Harrisburg. Info 319/462-6011.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Sandhills, Chesterfield. Info 704/596-6577 or 732-8200.
TENNESSEE HARE SCRAMBLES/
CROSS COUNTRY
AMA Nat'l C'ship H.S. Series/Wisco/Yamaha/Yokohama GNCC Series. Loretta Lynn's Ranch, Hurricane Mills. Info 304/594-1157 or 615/296-7700.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series. Trail Riders of Houston, Bastrop. Info 713/933-0900 409/948-3360.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTONMOTOCROSS
• CMC/SMC Warm-Up. Jolly Rogr Race Track, Seattle. Info 206/241-6071.
WISCONSIN SWAP MEET
J & P Promotions. 12th Annual Parts Extravaganza. Dane County Expo Center, Madison. Info 319/462-6011.

April 2

CALIFORNIA MOTOCROSS
GFI Racing North Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

April 2-3

TEXAS DRAGS
AMRA All Harley Drag Series. North American Spring Nat'ls. Texas World Speedway, College Station. Info 214/864-4647.

April 3

CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
GFI/MotoWest. Hollister Hill GP Park, Hollister. Info 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
• CMC Desert Classic #8. Blythe Raceway, Blythe. Info 602/863-1028.
CALIFORNIA MOTOCROSS
Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA TRIALS
AMA/Sacramento PITS. Vintage/Beginner Observed Trials. Mammoth Bar, Auburn. Info 916/967-0262.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA DESERT RACE
FRT/Superstition C'ship Series/The Buzz Bob 150. Plaster City East, El Centro. Info 619/427-5759.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
FMC. Low Country MX, Hardeeville. Info 904/721-7520.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.

April 3-4

CALIFORNIA TRIAL
AMA/PITS Vintage/Beginner Trial. Mammoth Bar OHV area, Auburn. Info 209/293-4763.
CALIFORNIA MOTOCROSS
• Coors Light Series. Sacramento Raceway, Sacramento. Info 805/944-5454.
CALIFORNIA OFF ROAD
Off Road Poker Run for MDA. Stoddard Valley open area, Slash X Cafe, Barstow. Info 619/252-1197 or 702/897-7769.
CALIFORNIA ROAD RACE
American Road Racing Assn. Bakersfield Raceway, Bakersfield. Info 209/723-9454.
MARYLAND SUPERCROSS/
MOTOCROSS/HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MEXICO DUAL SPORT
Baja Promotions/Team Dual Dogs. Trails of Tecate Dual Sport/Trail Ride. Santa Veronica Off Road Country Club, Tecate. Info 818/701-1913 or 340-5750.

April 4

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MARATHON
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
AMA/D-37/Best of the West Series. Hilltoppers M.C. GP. Carlsbad Raceway, Carlsbad. Info 213/428-4971 or 714/898-4557.
CALIFORNIA GRAND PRIX
• CRC. Golden Bear GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROAD RALLY
NorCal BSA. Milanis 8th Street Bar, San Rafael. Info 415/459-9947.
CALIFORNIA MOTOCROSS
• CMC AZ. Blythe Raceway, Blythe. Info 602/863-1028.
CALIFORNIA ROUGH SCRAMBLES
AMA/Chicken Ranch Racing Enterprises. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA HARE SCRAMBLES
AMA Nat'l C'ship Series. Redding Dirt Riders, Redding. Info 916/223-5600.
CALIFORNIA SIDECAR SPEEDWAY
Super Sidecar Thunder Series. Madera Speedway, Madera. Info 916/577-4404.
COLORADO MOTOCROSS
• SRAC/M&M Connections. Aztec Raceway, Colorado Springs. Info 303/933-7722.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Cracker 50 Hare Scrambles. Maxeys. Info 404/373-3447.
GEORGIA MOTOCROSS
Peach State MX C'ships. Dixie MX Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA HARE SCRAMBLES
Haspin Acres Rec. Motor Park, Laurel. Info 513/874-8400.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Sprockets II 2-Man(River). Arkansas City. Info 316/636-5113.
KANSAS MOTOCROSS
KMSA/Midwest MX. Great Bend Recreation Area, Great Bend. Info 913/842-8272.
KENTUCKY MOTOCROSS
Sheltowee Series. Daniel Boone MX Park, London. Info 606/877-1364.
MICHIGAN MOTOCROSS
D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.
MISSOURI MOTOCROSS
Challenge Trax, Inc. Kingsville. Info 816/597-3528.
NEW JERSEY ENDURO
ECEA C'ship Enduro Series. Indian Mills. Info 609/657-6338.
NEW YORK MOTOCROSS
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
CRA. Salem M.C. Club, Salem. Info 216/482-2971.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/Broken Arrow. Info 918/486-1155.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Draper Lake, Oklahoma City. Info 405/386-6088 or 390-8812.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE HARE SCRAMBLES
AMA Mid-South Winter H.S. Series. Centerville. Info 615/331-1475.
TEXAS CROSS COUNTRY
TCCRA Series. Thunder Mountain, Jacksonville. Info 817/346-1132
VIRGINIA HARE SCRAMBLE
VCHSS. Chestnut Mountain, Martinsville. Info 703/483-7665 or 576-1289.
WASHINGTON MOTOCROSS
• CMC Gold Star #1. Seattle Int'l Raceway, Seattle. Info 206/241-6071.

April 10

CALIFORNIA MOTOCROSS
• CMC . Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SUPERCROSS
• GFI Racing North/Supersport Promotions. Stadium SX. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
ILLINOIS SWAP MEET
6th Annual M/C Parts Extravaganza & Bike Show. Belle-Clair Fairgrounds, Belleville. Info 319/462-6011.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.
NEW YORK MOTOCROSS
AMA./D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
Spring Series. Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. info 405/751-6616.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MXPark, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
CMC Goldstar #2. Jolly Rogers, Seattle. Info 206/241-6071.

April 10-11

NORTH CAROLINA MOTOCROSS
AMA. SE Area Qualifier. Devils Ridge MX, Sanford. Info 919/776-2412.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

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What's New?...
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- ★ 1990 AMA Heritage Homecoming
- ★ 1992 Washougal MX Nationals
- ★ 1992 Binghamton MX Nationals
- ★ 1992 Delmont MX Nationals
- ★ 1992 Budds Creek MX Nationals

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
48 minutes from Powersports Video.

(#151B) '92 Sacramento MX Nationals
48 minutes from Powersports Video.

(#153B) '92 Mt. Morris MX Nationals
48 minutes from Powersports Video.

(#154B) '92 Buchanan MX Nationals
48 minutes from Powersports Video.

(#155B) '92 Southwick MX Nationals
48 minutes from Powersports Video.

(#156B) '92 Troy MX Nationals
48 minutes from Powersports Video.

(#157B) '92 Washougal MX Nationals
48 minutes from Powersports Video.

(#158B) '92 Binghamton MX Nationals
48 minutes from Powersports Video.

(#159B) '92 Delmont MX Nationals
48 minutes from Powersports Video.

(#160B) '92 Budd's Creek MX Nationals
48 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 1 8 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum In August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "'Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#8OC)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#89C)'92 French RR Grand Prix
52 minutes from GP Video

(#90C)'92 British RR Grand Prix
52 minutes from GP Video

(#93C)'92 Hungarian RR Grand Prix
52 minutes from GP Video

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#97C)'92 Brazilian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#99C)'92 South African RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title of "King Wayne" in this review of the 1992 500cc GP Series. 60 minutes from Motovideo.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 -Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#23B) 1992 Junior Speedway Nationals
Juniors from all over the US race for their #1. If you have a kid who is into racing, this video is for you. 60 minutes from RAZ Video.

(#123B) 1992 CA State Speedway C'Ship
Larry Huffman and Bruce Flanders team up to guide you through speedway's 2nd biggest title run at America's largest speedway track. 60 minutes from RAZ Video.

(#134B) 1992 US Sidecar National Speedway Championship
All the top speedway sidecar racers go for it in the first running of this prestigious event. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All now MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous Ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179) Crash Encounters
60 minutes from Powersports Video

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "'Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
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Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road-racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against?""What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
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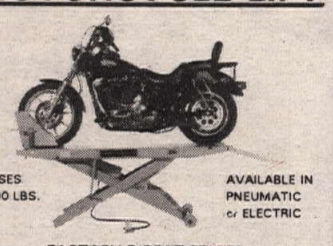

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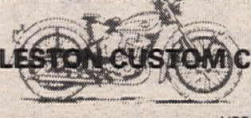

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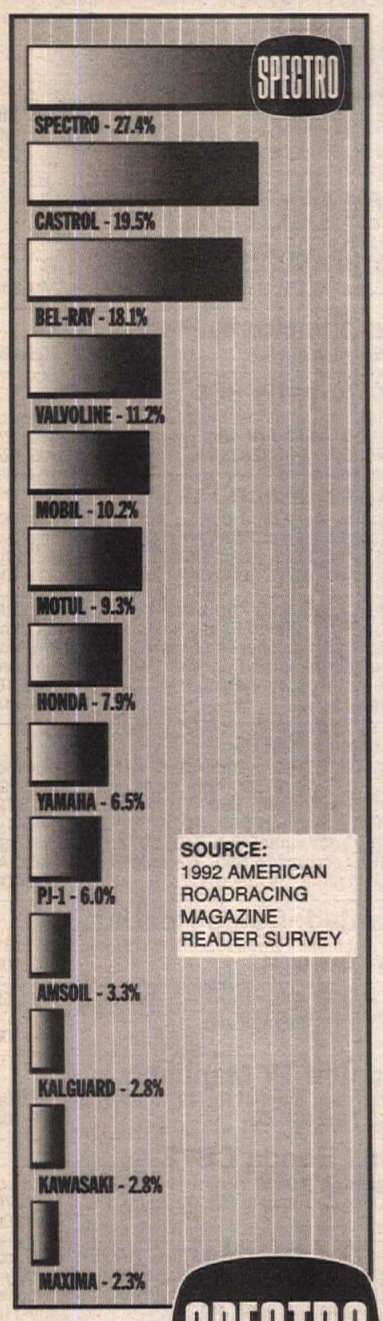

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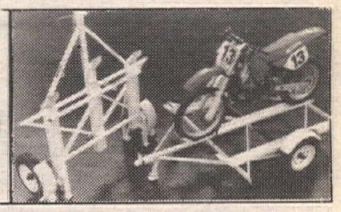

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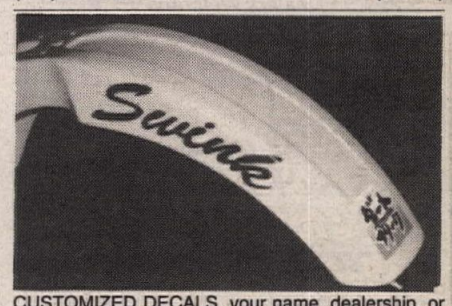

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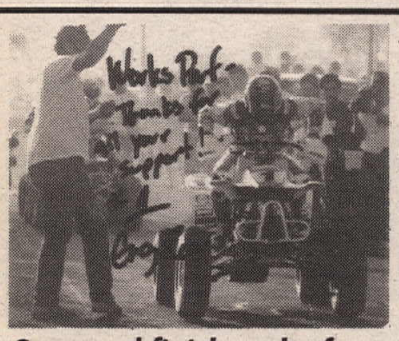

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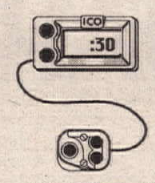

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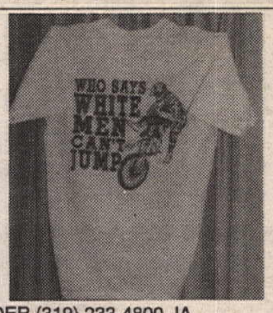

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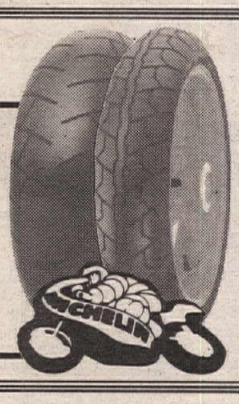

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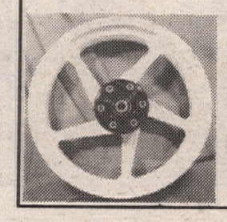

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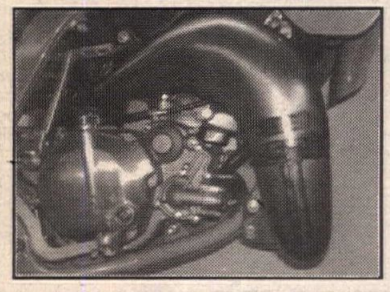

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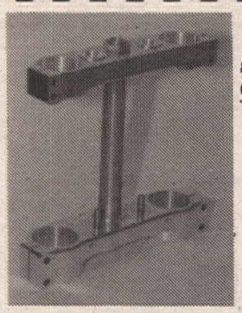

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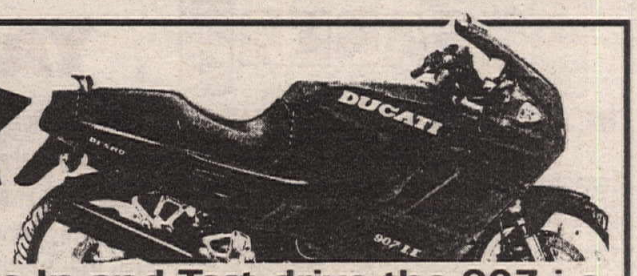

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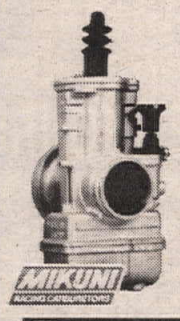

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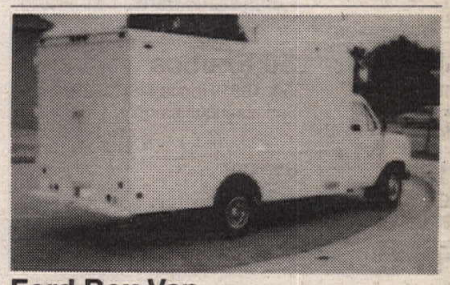

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Jan. 22-23
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50
Jeffrey Fields Yam
Bobby Gibson Yam
Dustin Smith Yam
Tommy Gibson Yam

65 7-11
Allen McLaughlin Kaw
J.R. Carter Kaw
Christopher Heath Kaw
D. Scott Smith Kaw
Jeffrey Fields Kaw

JR MINI
Paul Justus Yam
Jeffrey Ryan Suz
Casey Barnes Suz
Martin Pence Kaw
Jeremy McElrath Kaw

SR MINI
Jason Vanhorn Hon
Brad Edwards Kaw
Trent Bowling Yam
John Thompson Hon
Eric Barnes Suz

SCHBY
Jimmy Briggs Hon
Michael Peat Kaw
Michael Lambert Hon
Karl Hall Suz
Jason Finley Kaw

125 A
Mike Brown Hon
Shane Templeton Yam
Kevin Walker Yam
Jim Chester Yam
Todd Bennick Suz

125 B
Jimmy Briggs Hon
John Sharpe Hon
David Price Hon
Michael Driscoll Suz
Kevin Simpson Kaw

125 C
James Smallwood Suz
Tyler Carr Hon
David Culton Hon
Mark Muncy Suz
Shane Fox Hon

125 D
Monty Meadlock Hon
Karl Hall Suz
Jimmy Jones Hon
Kansas Serritt Kaw
Donald Lanford Jr. Kaw

250 A
Shane Templeton Yam
Mike Brown Hon
Jim Chester Yam
Kevin Walker Yam
Todd Bennick Suz

250 B
John Sharpe Hon
Bobby Lindsay Yam
Rodney Scott Kaw
David Cauthen Hon
Jared Decamps Suz

250 C
David Culton Hon
Kirk Graydon Yam
Billy Taylor Hon
Tracey Baker Hon
Bryan Smith Kaw

250 D
Eugene Norton Kaw
Timothy Clark Yam
Scott Davis Suz
William Howerton Hon
Bobby Davis Hon

25+
Rock Wood Kaw
Kerry Jones Suz
Steve McSwain Suz
Ricky Lamb Hon

25+ B/C
Chris Rash Hon
Kirk Graydon Yam
Kenneth Bailey Hon
Robert Woody Hon
Jeff Tomlinson Hon

30+ A
Kerry Jones Suz
Ricky Lamb Hon
Tim Jennings

30+ B/C
Gary Allen Kaw
Chris Bonds KTM
Billy Scoggins Suz
William Howerton Hon
Sam Reece Hon

U/L AM
Darrell Bailey Hon
Jared DeCamps Suz
Rodney Scott Kaw
Jeff Tomlinson Hon
Stephen Mayo Hon

SATURDAY

50
Jeffrey Fields Yam
Tommy Gibson Yam
Bobby Gibson Yam

65 7-11
Christopher Heath Kaw
J.R. Carter Kaw
Daniel Franklin Hon
Jeffrey Fields Kaw
Willy Baker Kaw

JR MINI
Jeffrey Ryan Suz
Paul Justus Yam
Ricky Hembree Kaw
Jeremy McElrath Kaw

SR MINI
Jon Boruff Suz
Brad Edwards Kaw
Jason Vanhorn Hon
Chad Edwards Hon
Jeff Hebel Hon

SCHBY
Jimmy Briggs Hon
Michael Lambert Hon
Jason Finley Kaw
Jeff Hebel Hon
Casey Cordell Kaw

125 A
Mike Brown Hon
Shane Templeton Yam
Todd Bennick Suz
Kevin Walker Yam
William Wilson Hon

125 B
Jimmy Briggs Hon
John Sharpe Hon
Chris Guinn Kaw
Terry Ware Kaw
Shane Jenkins Kaw

125 C
Craig Butterbaugh Yam
Shane Fox Hon
Tyler Carr Hon
John Ward Suz
David Culton Hon

125 D
Stephen Mayo Hon
Jimmy Jones Hon
Monty Meadlock Hon
Jason King Hon
Manley Bradshaw Suz

250 A
Shane Templeton Yam
Jim Chester Yam
Todd Bennick Suz
Kevin Walker Yam
Mike Brown Hon

250 B
Darrell Bailey Hon
Rodney Scott Kaw
Jared Decamps Suz
John Sharpe Hon
David Cauthen Hon

250 C
Billy Taylor Hon
Michael Edwards Suz
Bryan Smith Kaw
Furman Parton Hon
Jeff Tomlinson Hon

250 D
Jeff Vealey
James Smallwood Yam
Eugene Norton Kaw
Tony Rhodes Yam
Scott Davis Suz

25+ A
Kerry Jones Suz
James Hayes Hon
Ricky Lamb Hon
Randy Richardson Kaw

25+ B/C
Kenneth Bailey Hon
Bobby Gilbert Kaw
Randy Johnson Yam
Jeff Tomlinson Hon
Kirk Graydon Yam

30+ A
Joel Baker Hon
Kerry Jones Suz
Ricky Lamb Hon

30+ B/C
Bobby Gilbert Kaw
Travis Bell Yam
Randy Roberts Hon
Chris Rash Hon
Randy Johnson Yam

U/L AM
Darrell Bailey Hon
Chris Guinn Kaw
Jared Decamps Suz
Rodney Scott Kaw
Neal Wilson Kaw

Grand Prix
LaPlaya MX GP
Rosarito Beach, Mexico
Feb. 23

500 PRO OPEN
Rex Staten Kaw
John Flores Kaw
Rodney Landrey Hon

250 EX
Greg Luna Yam
Joey Lane Kaw
John Rampasch Kaw

250 PRO
Craig Smith Hon
Billy Truppert Hon
RickyFernandez Yam

500 VET
Earl Roberts Kaw

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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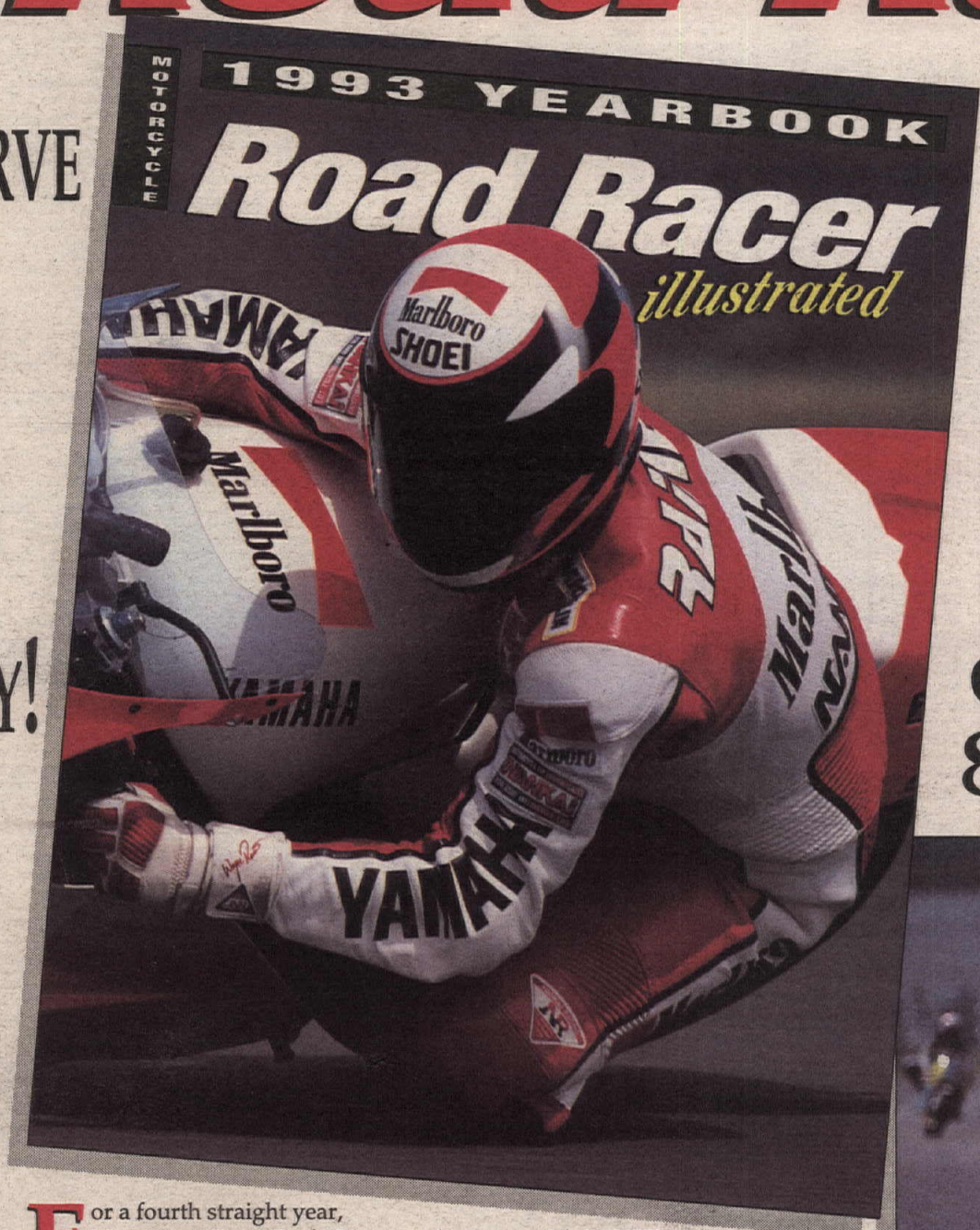

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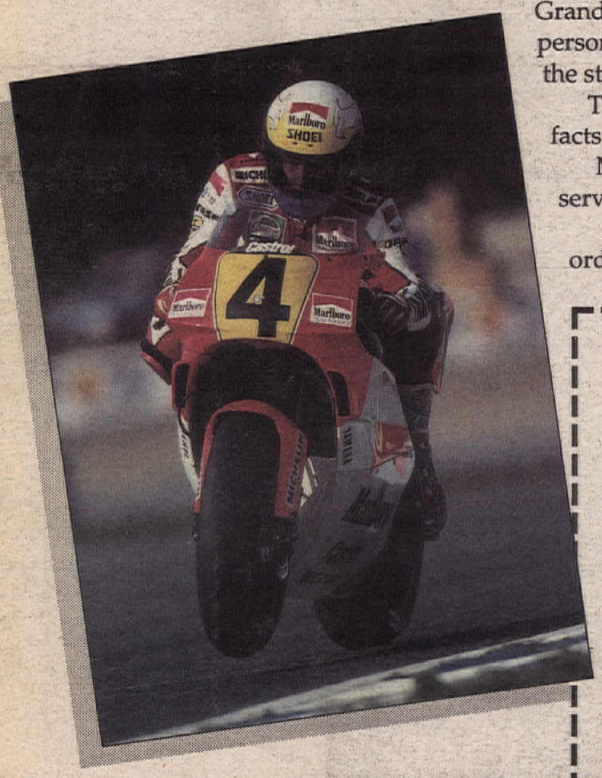

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